

MILLENNIUM BULK TERMINALS - LONGVIEW

ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SCOPING MEETING COMMENTS

QUIET ROOM

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Wednesday, September 25, 2013

SEPA 4:00 p.m. to 8:00 p.m.

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Spokane Convention Center

334 W. Spokane Falls Boulevard

Spokane, Washington

1 SPOKANE, WASHINGTON; WEDNESDAY, SEPTEMBER 25, 2013

2 4:02 p.m.

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4 P R O C E E D I N G S

5 SPEAKER 1: Good evening. I'm John Taves.

6 I'm a Cheney City Council member and I've also had a
7 35-year career with the Bonneville Power
8 Administration, much of it devoted to compliance with
9 the National Environmental Policy Act.

10 I think that the scope of the current EIS
11 should include several things, not only the direct
12 impacts of the export terminal but also any related or
13 enabled actions as a result of the mining, the rail,
14 and marine transport associated with this project, and
15 the coal combustion and any waste products that result
16 from burning the coal.

17 Cumulative impacts should also be considered.
18 There are currently three coal export terminals being
19 proposed for the Northwest. Each of these three is a
20 separate facility but they should be considered as
21 cumulative effects, and a proper analysis of those
22 should be done.

23 I'm specifically concerned about impacts to
24 the City of Cheney. I'm currently authoring a letter
25 for the mayor of that city which addresses a number of

1 issues that we're concerned about. These include, for
2 example, four at-grade crossings within the city
3 limits, high-density housing directly across the
4 tracks from the main body of the city. This presents
5 a public -- public safety, fire, and police challenge.

6 We're also concerned about noise impacts. A
7 lot of residential areas of the city are -- are
8 adjacent to the tracks or close by. Traffic
9 congestion at the crossing is another concern. We're
10 concerned about air pollution from diesel emissions
11 produced by the locomotives and also auto exhaust
12 while waiting at the crossings.

13 Mitigation costs are a particular concern for
14 the City of Cheney. And we would like to see
15 something like an export tax levied on the coal either
16 through the freight companies or through the coal
17 companies that would recover revenue sufficient to
18 meet the mitigation needs of our city and others along
19 the rail corridor.

20 Thank you very much.

21 SPEAKER 2: My name is Virginia J. Moose. I
22 live at 2222 West Fifth Avenue, Spokane, Washington
23 99201. I have lived there for 13 years, since
24 September 2000. My apartment takes up the first floor
25 of 110-year old house.

1 My apartment faces Laytah Canyon (phonetic)
2 in Spokane and overlooks all train overpasses and the
3 freeway overpasses. Noise is a huge problem for me.
4 Generated by trains it rattles my windows, vibrates
5 the old wooden doors and fittings.

6 A few years ago coal trains began climbing
7 the grade going west to cross the canyon. The noise
8 of the generators on the locomotives and the engines
9 are ear piercing. There is nowhere I can go, outside
10 or inside, of my apartment without hearing them. I
11 hear them as I sleep. They wake me up at night.

12 Because of the weight of the coal and the
13 length, there are engines on both front and back of
14 the trains. The coal trains are the noisiest of all
15 trains.

16 I do not understand why BNSF cannot muffle
17 the engines and the electrical generators or turbines
18 which generate engines to move trains. It is as if a
19 turbine from the Grand Coulee Dam was passing across
20 the canyon three or four times a day. The Boeing jets
21 flying overhead with huge turbine engines are muffled.
22 They make hardly any noise. Why are train engines and
23 generators not muffled? I don't understand that.

24 In some ways I feel that I'm part of the
25 conveyer belt of this coal that's passing from the

1 coal mine to its terminal. And I feel that I almost
2 should have an OSHA claim that my ears are affected
3 and my quality of life is affected. Possibly I should
4 be given money because I'm part of the process of
5 moving this. This is affecting the quality of my
6 life. And also the air quality is affected by the
7 diesel engines as they drive across the canyon.

8 So those are my comments. Thank you.

9 SPEAKER 3: I'm not for or against. All I'm
10 against and talking about is the fact that there are
11 two major railroads that are going to haul product
12 through the Spokane -- Eastern Spokane Valley and
13 Western Kootenai County and traffic will become --
14 will move to a stand still. There will not be new
15 jobs, businesses will leave instead of locate, people
16 won't be able to go to work, people won't be able to
17 schedule anything because you will have at-grade
18 crossings at almost every major road from Highway 95
19 in North Idaho all the way to downtown Spokane.

20 I'm not worried about -- I have no comment on
21 the coal, or any other natural resource. All I know
22 is that if we -- if the trains -- if the bridging the
23 valley project is not completed, Spokane County and
24 Kootenai County will become ghost towns. This will be
25 for people to retire in. There won't be any jobs.

1 SPEAKER 4: I moved to beautiful downtown
2 Spokane a few years ago to retire. I live in a senior
3 building two blocks from the railroad tracks. I
4 oppose this not simply because it's in my backyard but
5 because it's in our world.

6 Thank you.

7 SPEAKER: 5: My name's Bill Johns, 12608
8 South Scribner Road. I live about halfway between
9 Cheney and Spokane. And I've lived there for 30
10 years, right along the railroad tracks.

11 They're hauling coal right now. And I've
12 never had a problem with the coal dust or coal. In
13 fact, I've never seen any coal dust or with any of the
14 diesel or any of the -- any problems crossing. 'Cause
15 I have to cross the tracks. Both of the Burlington
16 Northern main lines are -- abut my property.

17 So I think that -- that having this scoped
18 out in Spokane is ridiculous. It puts too much burden
19 on any -- anybody who tries to open anything in the
20 state of Washington, including Boeing. Anybody who
21 has anything is going to have to, I don't know, look
22 through the country.

23 And there's some people I think asking to
24 look at the whole world for impacts. When you do that
25 it -- it gets tremendously expensive. So all we're

1 going to do is cut down on jobs.

2 And like I said, I live along the railroad
3 tracks. You can look it up on -- somebody can look it
4 up on my address and see that I do. And I have not
5 had a problem in 30 years. And they're moving coal
6 already.

7 Thank you.

8 SPEAKER 6: Okay. This is anecdotal. Last
9 June headed west on I-90 in Montana I passed a coal
10 train going about 52 miles per hour for several miles.
11 I noticed furrows in the front and sides of the load
12 like a wind-blown snow drift so it was obvious some
13 coal was blowing around, hopefully into the sides of
14 the car, but likely the lighter coal was blowing off
15 the train car into the surrounding environment.

16 Due to the slow speeds through Spokane, I
17 would expect problems only if the train's headed
18 southwest at ten miles an hour and ran into common
19 head winds from the southwest at 30 miles an hour. To
20 mitigate this I would suggest a water-soaking station
21 near the refueling station located in the Spokane
22 Valley.

23 Two, to mitigate an environmental impact I
24 suggest that all trains at the fueling station be
25 fueled with vegetable oil rather than diesel oil.

1 Three, many of the crossings in the Spokane
2 Valley need to be upgraded with viaducts and
3 overpasses to mitigate the increased train traffic.

4 Four, the State of Washington or the US
5 Congress needs to implement a stiff carbon tax to use
6 to mitigate all CO2 production.

7 Thank you.

8 SPEAKER 7: My name's Mitchell Smith. I'm
9 with the Southwest County Coalition, P.O. Box 127,
10 Marshall, Washington 99020.

11 The Southwest County Coalition is a diverse
12 alliance of Spokane County families and individuals
13 organized to address public concern. Southwest County
14 Coalition is committed to bringing to light the
15 concerns of our southwest county neighbors, family,
16 and friends when the actions or inactions of public or
17 private sector individuals adversely affect county
18 residents.

19 We are coal train losers. Increased coal
20 train traffic will adversely affect our southwest
21 county neighbors and friends up to eight additional
22 trains daily from this proposal. Increased noise
23 pollution alone will significantly impact those living
24 within two miles of the tracks.

25 The increased pollution of additional coal

1 trains must be substantially addressed to protect
2 those living close to the tracks. Cumulative effects
3 are very important. The increased railroad traffic
4 will block local access while stifling local commerce
5 as we wait for these trains to pass. Drive through
6 downtown Cheney, Washington, when a coal train comes
7 through.

8 Other concerns, who is responsible when
9 emergency response vehicles are delayed or rerouted
10 and do not reach those in dire need of assistance in a
11 timely manner? An emergency response vehicle delayed
12 by just one minute can make a difference between life
13 and death, whether someone's home becomes a total loss
14 and all their possessions are lost also.

15 As proposed, increased coal train traffic
16 will adversely impact thousands of individuals living
17 close to the tracks while denying us the use and
18 enjoyment of our property. Southwest County Coalition
19 is adamantly opposed to this proposal as our neighbors
20 and friends already suffer as a result of increased
21 coal train traffic. The cumulative effects of this
22 proposal are enormous and must be addressed fully.

23 Thank you.

24 SPEAKER 8: Dave Takken, T-A-K-K-E-N.

25 I've had a third eye opened up since January

1 11th, 1992. And I talk constantly to the galactic
2 loegos. And I've had messages from earth mother Gaia,
3 G-A-I-A, for 21 years.

4 Gaia used to be an old, haggard woman. Now
5 she's a lot younger. She's probably about 40. She
6 used to be about 90 when I first met her, seriously.
7 And I've been doing this every night since all these
8 years, I mean every night.

9 And she'd like me to tell you people that the
10 earth is really recovering quickly, but we have to do
11 all we can to make it pure and clean and to prevent
12 China from ruining the environment. It's all about
13 China. And she knows the outcome's going to be
14 perfect, that we're going to do the right thing. So
15 there's no doubt in my mind we're going to do the
16 right thing.

17 That's it.

18 SPEAKER 9: My name is Kirsten Angel. I live
19 here in Spokane.

20 And I'm a mother of -- it's good I'm not
21 testifying there because I would just start bawling.
22 I'm a mother of three children and I am very upset
23 about the proposed trains coming, coal trains coming,
24 through my town. And the main reason for that is
25 because I worry about the impact of the diesel

1 particulates and the -- the coal particulates that
2 would be added to our air.

3 And I was actually driving carpool this
4 afternoon. And I was explaining to the three children
5 in my car about why I was coming to testify today.
6 And they asked why are we even talking about this?
7 Because aren't -- aren't we trying to reduce
8 greenhouse gas emissions? Aren't -- isn't that
9 affecting climate change? And why would we be
10 shipping coal to China to burn, because doesn't that
11 affect the whole world and doesn't that make climate
12 change worse? And I said exactly.

13 And they said, well, why is this even
14 happening? And I said because there are people that
15 stand to make a lot of money doing this. And money
16 talks and -- and sometimes people put money before
17 human life. And so that's why we live in a democracy
18 and that's why we need to speak up.

19 And the little girl said I want to go home
20 and break something, I'm so mad. And I said, you know
21 what, I wish you could come testify because I'd love
22 for them to hear your voice, and you have a voice.

23 So please do an environmental impact
24 assessment as well as a human health assessment so
25 that we know the facts about how these trains are

1 going to impact the health of our -- not just our
2 children, but primarily that's my concern is I'm
3 raising children and I'd like to be able to raise them
4 in a healthy community.

5 Thank you.

6 SPEAKER 10: Noah Eichstaadt, and my last
7 name E-I-C-H-S-T-A-A-D-T. So --

8 (Dad: Just say what you think about coal and
9 coal trains.)

10 Well, I think they should stop because I have
11 a friend in school that has asthma and I have been
12 playing games with him and I've seen him have asthma
13 attacks. And I think it's really -- and it troubles
14 my psychologically because I hate to see other kids
15 having trouble with it. And I'm one of the luckier
16 ones. And I hope we can stop. And so, yes.

17 Thank you.

18 SPEAKER 11: Basically I think -- I think
19 what they're doing is basically like trying to say try
20 not do what the real issue is, kind of propose it.
21 It's real irritating to me because I expect all the
22 decisions here in Spokane, if they're shipping coal
23 there, they're basically saying, okay, let's cruise,
24 cruise. Because they're going to ship coal there and
25 have it come back.

1 And basically all that's going to blow back
2 on us and we're all going to get sick, have pneumonia
3 or have like worse, fataler diseases, you know, and
4 we're not going to be able to fight them because we
5 don't have the right medicine. Basically what China
6 is doing is saying we're going to cause them diseases
7 and saying, you know, we're not going to help them
8 cure it. Because that's what they're doing here, send
9 coal over here onto our railroads. And it's really
10 irritating to me as a person, you know, I mean as a
11 citizen of Spokane and the United States, I've been
12 here for seven or eight years, you know, and it's --
13 it's not okay.

14 SPEAKER 12: So I'm Donna Duncan and I'm a
15 resident of Spokane County and I live in Otis
16 Orchards, Washington. Otis Orchards is very close to
17 the border of Idaho.

18 And what I am submitting is a CD which has
19 about four minutes of recording on it. And what I did
20 was one recording is of the trains going through our
21 neighborhood inside my residence with all of the
22 windows closed. Then the other recordings are outside
23 of my residence listening to the trains go by. In
24 addition to the fact that there is also a sound
25 recording of closer to the train tracks, but that's

1 been identified.

2 One of my concerns is the fact that Otis
3 Orchards is bound by two railroad tracks. To the
4 south of us is Union Pacific and to the north of us is
5 Burlington Northern. So right now I know that Gateway
6 is looking at transporting their coal on Burlington
7 Northern. According to the Department of Ecology
8 they're not sure which railroad line the Millennium
9 project is going to use depending upon where the coal
10 comes from. Either way, Otis Orchards is going to be
11 impacted by the noise, by any of the other
12 environmental concerns that other people are talking
13 about.

14 But my concern is the noise and the trains.
15 Since January of 2012 the train traffic has jumped
16 significantly. Prior to -- I shouldn't say 2012.
17 It's 2013, the beginning of this year. So much so
18 that I contacted the Federal Administration of
19 Railroads and I also contacted Spokane County to find
20 out what was going on.

21 According to the Federal Administration of
22 Railroads, it's just commerce and they're now moving
23 goods via trains instead of semis over the roads.
24 They did not indicate that it was increased coal
25 traffic, but regardless, it's not just the coal. If

1 commerce, which this person who was speaking when I
2 walked in was saying, commerce traffic moving goods
3 through railroads is increasing because it makes
4 financial sense.

5 This neighborhood is still being impacted
6 whether it's coal or somebody's wood or somebody's
7 stove or somebody's clothing. It doesn't matter. So
8 what I was trying to communicate is the fact that I
9 contacted Spokane County and this packet of
10 information is a letter that I sent to the county
11 commissioners.

12 And at that time I understood that the county
13 has been trying to work on a plan to take the Union
14 Pacific Railroad that's going through Otis Orchards
15 and have them use the Burlington Northern. And one of
16 those reasons is because the Union Pacific Railroad
17 crosses eight roads through Otis Orchards. And Otis
18 Orchards is not a big area. The Burlington Northern
19 crosses four roads, a lot less.

20 According to the county, to put in a quiet
21 zone that the Federal Administration of Railroads
22 would consider a quiet zone so that they won't have to
23 blow their horn through the neighborhoods, it's about
24 a million dollars per intersection. And they've just
25 done this recently.

1 I keep asking the question who would pay for
2 these mitigating elements that would be required so
3 that our neighborhood is still liveable? Where would
4 that money come from? And I keep stressing the fact
5 that Spokane County is not a rich county. We don't
6 have that kind of money.

7 You'd be talking \$8 million just to deal with
8 Union Pacific, plus another four, that's \$12 million
9 for a small neighborhood. And we are in a no-growth
10 zone. It's a little wonkey. There's all sorts of
11 different types of houses. Some people are small
12 farmers, some people have horses, some people like
13 ourself, we just have some acreage in a third world
14 country. Whatever, it's just a mixed bag of things.

15 But up until this year you hardly even knew
16 the trains were around. And then all of a sudden
17 they're there. And the most interesting thing is on
18 one of these sound recordings is when you get Union
19 Pacific and Burlington Northern coming through the
20 neighborhood at the same time, it is loud. It is
21 loud. And so I -- I guess my point being to the
22 county was the decreased property values that we would
23 be experiencing because who's going to want to move
24 out there if there's a hundred trains moving through
25 there in a day.

1 And you -- they talk about the number of
2 trains. And they're only talking about it in terms of
3 coal, but they need to be looking at it in terms of
4 other commodities that are moving through this and
5 potentially impacting it.

6 And I just I also am concerned about the fact
7 that Spokane is just a pass-through county. We're not
8 the destination. But we are certainly going to take
9 all of the effects.

10 Let's see. So the question about who picks
11 up the costs for the mitigation. And also when people
12 talk about jobs and job creations, I don't see
13 anything positive coming out of this for Spokane.
14 Maybe they'll be 20, 30 jobs over on the West Coast,
15 but what does that do for Spokane? We get all the
16 pollution. We get all of the noise. We get all of
17 the costs associated with trying to keep our
18 neighborhoods liveable as these trains are moving
19 through here. It just doesn't make a lot of sense.

20 And then one thing when I was speaking to one
21 of the individuals with the Department of Ecology and
22 she said mention my concern is that these EIS studies
23 are occurring in a vacuum. So you've got Gateway
24 happening, and now you have Millennium happening. But
25 when it comes to Spokane those studies should verge

1 together. And their impacts are cumulative, not
2 separate. And the fact that the railroad track is
3 from one side of Otis Orchards to the other doesn't
4 separate us. So that would be my other concern for
5 these EIS studies is looking at them together instead
6 of separate, especially when it comes to Spokane.

7 And I think I've said everything I want to
8 say.

9 SPEAKER 13: My name is Alma Winberry. I
10 came here from Great Falls, Montana, today to speak.
11 In Great Falls is where I was born. I'm 67.

12 And many years ago the river up the creek
13 from Monarch and Neihart they stopped mining coal.
14 Monday night there will be a meeting to deal with --
15 and these mines have been closed for 40 years or more.
16 These mines left water pollution all down the stream.
17 So we have to pay 23 million to get water treatment to
18 protect the water from these mines, okay.

19 White Sulfur Springs just over the hill from
20 there, there's a Canadian mine company came in and
21 they did a Environmental Protection Statement that
22 said no animals or water is going to be affected.
23 They never asked fish, wildlife, and park or anything.
24 So these companies come and make any statement in
25 regards to the life, okay.

1 The University of Montana has falcons that
2 they've been studying their blood level. And they
3 have 150 times more mercury in their blood than any --
4 than acceptable, okay. And that's from the train and
5 coal coming through, okay. Lead, arsenic, heavy
6 metals, mercury, that's all found in this coal dust,
7 okay.

8 I worked 41 years as a special ed teacher and
9 500 pounds of coal dust particles are released from
10 each train, okay. And those particles affect the
11 brain and kids with learning disabilities. You don't
12 know how hard it is to meet with parents, but -- who
13 have to address that their child's handicap condition
14 is due to the heavy metals that have been in the air
15 and the -- and the atmosphere.

16 And I really feel like the State of
17 Washington and the Army Corps of Engineers is throwing
18 Montana under the bus because we're their good
19 neighbor and they do not care about the effects in
20 Montana on our countryside, our animals, or our
21 health. And we're left with all the issues of
22 destruction from the coal on the people. And here our
23 kids are going to be retarded from the lead, the
24 arsenic, learning disabilities, and the asthmatic
25 immune system and no one to pay. It's sad. And no

1 one cares -- Army Corps of Engineers, no one cares.

2 So I really think that they need to consider
3 environmental impact from Montana and the effects
4 long-range. Because we're going to have millions of
5 dollars of -- of residue that's left from the
6 transport of these coal trains out of Montana. Sad.

7 SPEAKER 14: I'm Aart Dolman, A-A-R-T,
8 D-O-L-M-A-N and I live in Great Falls, Montana. I'm a
9 member of the Northern Plains Conservation Council and
10 also a board member of the Citizens For Clean Energy
11 in Great Falls, Montana, as well as Missouri River
12 Citizens.

13 As the president -- a professional historian
14 I look at the railway as antiquated. And in part of
15 the item on the last page I have the Euro-Asian
16 railway system and mainly China on it clearly dating
17 of course to how advanced the Chinese railway system
18 is. That's much more superior than our railway
19 system.

20 But first I'd like to point out that in
21 Montana, and I live in a golden triangle, the
22 congestion is so great that the fear is that the
23 prices are being raised for grain shipments because of
24 the congestion with coal and oil trains that are in
25 Montana. This is a very important point.

1 The other additional point you have to
2 consider is when they talk about the -- the Tongue
3 River railway, that also means that this really way is
4 in the planning stages. There's no way that it can --
5 the coal can get out of Montana and be on the railway
6 system at a very congested railway system.

7 I would like to go back to the important
8 antiquated railway system in Montana and that also is
9 in Washington. That goes through communities, that
10 goes through river bottoms. And it was designed for
11 the age of steam, all right. So the rail beds cannot
12 really support the heavy cars and the heavy
13 locomotives.

14 And a major concern in Great Falls is -- by
15 the Missouri River Citizens is that the railway bridge
16 was built across the Missouri River for the steam
17 engines and also the railcars that were much lighter
18 than what they are today. And so the -- we are very
19 concerned about derailments, but also that this bridge
20 will cave in or go collapse because of the heavy
21 weight in the -- of the freight trains.

22 That is why we cannot leave the Montana
23 people out of the scoping process. We have to have it
24 in there because there is a connection between the
25 coal fields and also with the shipping ports because

1 the rail system does not stop at the border of the
2 State of Washington.

3 That's all I have to say.

4 SPEAKER 15: My name is David Brookbank and
5 I'm from Spokane County.

6 So trains, how we love them: Classic trains,
7 toy trains, Amtrak. During the first half of the 20th
8 century railroad companies heavily contaminated
9 Kendall yard's 77 acres on the North Bank of the
10 Spokane River through locomotive repair, refueling,
11 and spills. The contaminants included carcinogenic
12 polycyclic aromatic hydrocarbon, petroleum
13 hydrocarbons, metals, and other chemicals. 223,000
14 pounds of contaminated soil were removed at a cost of
15 nearly \$10 million. Many Spokane sites including
16 Hillyard and others around the state were contaminated
17 by trains.

18 In 1974 Spokane hosted the ecological world's
19 fair, Expo 74. In the process it cleaned up an
20 environmental disaster zone, a sprawling multi-rail
21 train yard in downtown Spokane.

22 For nearly 25 years trains hauled tens of
23 thousands of tons of Libby, Montana, asbestos-
24 contaminated material to 1318 North Maple where the WR
25 Grace Company produced Zonolite insulation material,

1 and asbestos dust. In 1973, one year before Expo 74
2 and faced with a whistle-blower complaint, WR Grace
3 simply abandoned the plant as the wind-blown lot
4 contaminated North Spokane with asbestos dust for
5 subsequent decades. The location is an EPA Superfund
6 site and as recently as 2010 the EPA was excavating
7 gardens to haul out asbestos-contaminated earth.

8 Trains and corporate irresponsibility seem to
9 be the common theme. In 2004 BNSF Railroad opened a
10 diesel refueling station 30 miles east of Spokane
11 directly over the Spokane Valley Rathdrum Prairie
12 aquifer, the sole source of drinking water for half a
13 million people. BNSF assured county commissioners and
14 others that there was a minuscule possibility of the
15 refueling station ever leaking. In fact, the station
16 leaked fuel from the day it opened.

17 In December 2004 the leak poured 200,000
18 gallons of diesel-contaminated liquid into the ground
19 where BNSF had failed to install protective barriers.
20 In 2005 BNSF owned at least 14 contaminated sites in
21 the state of Washington according to the Department of
22 Ecology and the Seattle Times. From 1996 to 2004 BNSF
23 spilled at least 77,500 gallons of diesel chemicals
24 and other pollutants during 118 incidents in the state
25 according to the Ecology Department's records.

1 Please protect us from this corporate bad
2 actor and consider the serious documented threat BNSF
3 represents to our water.

4 SPEAKER 16: But the reason I come down
5 tonight is because I had worked with OSHA 16 years. I
6 longshored in Longview 46 years ago.

7 There is two battles that these people can
8 win. They cannot win with suppositions like they're
9 talking over that microphone tonight. That's not in
10 the game.

11 There was a meeting in March in Point
12 Roberts, Washington. I own four houses up there. We
13 had a dust problem, a real dust problem. After the
14 meeting the organization that runs the unloading of
15 slurry coal put up 26-foot water sprayers every 27
16 feet I believe it is across. And before they can move
17 a car that water has to be turned on. We don't have
18 any more dust on our houses in Point Roberts,
19 Washington.

20 I don't know if -- do you actually know where
21 Point Roberts is? You know where Blaine, Washington,
22 is? You know where White -- White Rock, BC, right
23 straight across from Blaine. Well, you gotta go into
24 Canada through White Rock into Point Roberts. You
25 have to cross the line at Blaine and you have to cross

1 the line at White Rock into Point Roberts because
2 that's United States.

3 There was a meeting in Indianapolis. And
4 through several of us engineers we come up with the
5 fact that we can force the railroad to hermetically
6 seal every coal car that they ship. There will be no
7 dust anywhere along the route. We can force the
8 railroad to cut their 112-car train in half to 54 cars
9 before each town allowing traffic to travel much
10 easier. And the western borders of all of the towns
11 will be -- the train can be reunited to travel its
12 open land distances.

13 SPEAKER 17: Ken Casler, C-A-S-L-E-R, and I
14 live in Bonner County, Idaho.

15 And I would like the committee or the -- I
16 consider it paramount that the ultimate use of these
17 millions of tons of coal be considered in the
18 Environmental Impact Statement because that impact
19 will, even if it's burned in China, will affect us
20 here in the US and globally. Again, I say it's
21 imperative that we consider what happens when this
22 coal is burned.

23 Thank you.

24 SPEAKER 18: David Brookbank, Spokane County.
25 So the point that I'm really trying to make

1 today has to do with the fact that we have this pure
2 aquifer. We drink water out of a sole-source aquifer.
3 The water is so pure that we don't have to treat it.

4 And this Burlington Northern Santa Fe built a
5 diesel refueling station over that aquifer. And the
6 result of that is that they promised that it was --
7 there was a minuscule chance of it ever leaking. When
8 they opened it in 2004 it turns out we learned after
9 the fact it was already leaking. And it poured
10 200,000 gallons of diesel contaminated liquid into the
11 groundwater because there wasn't a protective barrier
12 at that spot.

13 And so the project we're considering today
14 would allow these -- this corporate bad actor, in the
15 name of profits, to increase by dozens per day the
16 number of diesel engines refueling over our drinking
17 water risking further degradation of the most precious
18 of our resources, our drinking water, in addition to
19 the contamination of our air by coal dust, diesel
20 exhaust, and mercury fallout from the burning of the
21 coal in Asia.

22 Please take into consideration the serious
23 documented threat that BNSF represents to our water.
24 There are at least 14 contaminated BNSF sites -- owned
25 sites in the state of Washington according to the

1 Department of Ecology and Seattle Times. And from
2 1996 to 2004 BNSF spilled at least 77,500 gallons of
3 diesel chemicals and other pollutants during 118
4 incidents in the state according to Ecology Department
5 records.

6 Our aquifer is an invaluable kind of one-time
7 resource. Once it's contaminated you don't -- you
8 can't go back. And so when it comes down to the time
9 for you to make this decision and you've weighed
10 everything out and you're saying to yourself I really
11 don't know whether I should vote for or against this
12 project, think about that aquifer that BNSF had the
13 nerve to build their refueling site with all those
14 tens of thousands of gallons of diesel fuel right over
15 the top of it.

16 Thank you very much.

17 SPEAKER 19: I'm Ellen Weisman from
18 Sandpoint, Idaho.

19 And I'd like everyone to have a really broad
20 view on this, a really global view on this. We've
21 been digging in the belly of the mother too long and
22 it's time to stop. And we're already seeing
23 repercussions from Fukushima and seeing things wash up
24 on the shores of Washington and Oregon.

25 And it's in our -- our mercury residue levels

1 have increased and radiation levels have increased
2 coming from Asia. The winds come this way. And
3 it's -- we don't need anymore. We need to stop.

4 And it's all about money. And there are
5 other ways to have jobs. And we can look at solar and
6 wind and alternative energy sources and conservation.
7 And we're just polluting the plant and it's time to
8 stop.

9 Thank you.

10 (Statements concluded at 7:58 p.m.)

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C E R T I F I C A T E

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I, Shannon K. Krska, a Certified Court Reporter for Washington do hereby certify that, the proceedings were personally held before me at the time and place set forth in the caption hereof; 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 29, 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 6th day of October, 2013.

Shannon Krska
SHANNON K. KRSKA
Certified Court Reporter
Certificate No. 2967

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