

MILLENNIUM BULK TERMINALS - VANCOUVER

ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SCOPING MEETING COMMENTS

QUIET ROOM

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Wednesday, October 9, 2013

12:00 p.m. to 5:00 p.m.

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Clark County Fairgrounds

17402 N.E. Delfel Road

Vancouver, Washington

1 VANCOUVER, WASHINGTON; WEDNESDAY, OCTOBER 9, 2013

2 12:10 p.m.

3 * * *

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

5 SPEAKER 1: My thing about this whole coal
6 train issue is it will ruin the Columbia River Gorge,
7 a total of 20 trains going through. It's just too
8 much hassle that other people have all the details
9 for, quantity of spin-off from the coal and all this.
10 But common sense and logic say it's going to fill up
11 the -- the gorge with coal.

12 Amber has never been known to be trustworthy.
13 Whatever they tell you is not true.

14 Not long ago, maybe two months ago, there was
15 a small mud slide outside Vancouver that derailed
16 seven cars on a train. What if they were all open
17 coal cars, all seven?

18 There -- if it comes through, it's going to
19 ruin the tourist industry. Any potential jobs that
20 are gained will be lost through the tourist industry
21 folding up and going home. There are going to be more
22 tourists in South Dakota than there are in the
23 Columbia River Gorge after this gets going.

24 I think I'm done.

25 SPEAKER 2: So I'm here to support the

1 Millennium Bulk Terminal. I feel that environmental
2 impacts are a consequence of economic progress and
3 actually civilized progress. They've been with us as
4 long as there's been progress.

5 Those impacts are intended to be mitigated.
6 And a strong mitigating factor is the jobs that are
7 created by that and the economic vitality that that
8 progress pumps into a community. Interpretation of
9 the Rivers and Harbors Act, interpretations of the
10 Clean Air Act, interpretations of the Endangered
11 Species Act have been completely blown out of
12 proportion. And, as a result, communities are dying,
13 jobs are being lost. And it's those impacts that have
14 to be considered and balanced with mitigation of
15 whatever environmental impacts.

16 Jobs, family-wage jobs, taxes, community
17 economic growth are all going to be improved and
18 enhanced if Millennium Bulk Terminals successfully
19 passes the permit process. And that's why I'm in
20 favor of it.

21 I feel that issues of rail transport are left
22 to the Interstate Transportation Commission and are
23 out of the burden of the states to regulate. It's a
24 federal issue.

25 That's all I have to say.

1 SPEAKER 3: My name is Andrew Murdock. I'm a
2 35-year veteran mechanic.

3 I'm here to talk about the atmosphere and the
4 fragility of it. I have been, in my mind, able to
5 construct the earth as a ball about eight inches in
6 diameter. If you divide that into one-thousandths of
7 an inch, each thousandth would represent a mile. Our
8 atmosphere would equal three thousandths of a mile
9 above that eight-inch ball. A wrap of Saran Wrap
10 would be about as thick as our breathable atmosphere
11 is, our sustainable atmosphere.

12 And that's about all I have to say.

13 SPEAKER 4: My name's Mark Thomas. I live in
14 the Columbia Gorge. I'm a health care professional.

15 I am very concerned about proposed coal
16 transports and the proposed project by Millennium.
17 I'd like to request the most comprehensive
18 Environmental Impact Statement that considers the
19 effects of coal and diesel on human and other forms of
20 life and on air quality and water quality and on any
21 impacts to global climate change.

22 I'm very concerned that coal transported
23 overseas will be burned with far fewer regulations
24 than we have recognized in our democracy, but that we
25 will all bear the consequences.

1 That's good.

2 SPEAKER 5: My name is Andrew Murdock. I'm a
3 retired mechanic.

4 I took a chemistry class in 1997 and first
5 learned about fuel cells which would be an excellent
6 way to solve our problem. Coal and oil are dinosaurs.
7 They're -- they're so outdated that we'll -- we'll
8 never get past them until we get the idea that we're
9 putting ourselves in competition with our own
10 breathing supply by burning them.

11 Because we're burning fuel and we're burning
12 air and releasing it as carbon dioxide and water
13 vapor. Well, the water vapor's surely not going to
14 fill our lungs with anything good and the pollutants
15 aren't either.

16 So we need to move on like corporations like
17 Tesla Corporation who's using lithium ion batteries to
18 power their cars and unnamed corporations yet that may
19 develop fuel cells. It's my hope that I can provide a
20 reasonable assessment of what we're doing to ourselves
21 inside our own atmosphere which is only 15,000 feet
22 high off the surface of the earth. There's just not
23 enough air for us to continue doing what we're doing.

24 That's it.

25 SPEAKER 6: My name is Dr. Dale Glasgow

1 recently from the Duke University, Los Alamos National
2 Laboratory, and now retired from University of
3 California.

4 I have studied energy for the last 70 years
5 of my life starting when I was a ten-year-old child.
6 And my first experience with this problem came when I
7 was at Duke University in the -- sometime in the past
8 when a group from Massachusetts Institute of
9 Technology came to Duke to discuss the Club of Rome
10 Limits to Growth report. And it was at the math
11 department that we gave them information on how to
12 solve the difference equations using matrix algebra
13 and Lapras transfers.

14 And since that time, I have been involved in
15 many universities and interested projects. And only
16 recently that my colleagues encouraged me to write
17 this report. It's a white paper. And it's
18 entitled -- it's entitled World Population Growth, US
19 Population Growth, US and World Consumption of Energy,
20 and the Ramifications Therefore to the Planet and to
21 the Future of Our Children.

22 And I would like to give thanks to my
23 colleagues in the American Physical Society, and the
24 American Chemical Society, the American Geological
25 Society, and specifically I would like to thank

1 professor Dr. Jane Lubchenco of Oregon State
2 University and recently the head of NOAA. And thank
3 you all.

4 SPEAKER 7: I am for the Millennium terminal
5 because it provides jobs which are desperately needed
6 in this part of Washington state. The coal coming in
7 from Montana and Wyoming is clean coal with no coal
8 dust at all as attested to by the Southwest Washington
9 Clean Air people. And, therefore, it's better than
10 the coal that is being burnt now in China. I do not
11 understand why people are against this because it is
12 so helpful to our state.

13 SPEAKER 8: So my name is Nina Thrun. I'm a
14 clinical research associate. I worked in clinical
15 research for 16 years.

16 And I live in Camas with my husband. And we
17 moved to Camas because it's a quiet, unpolluted area.
18 My husband had a heart attack a few years and ago and
19 stopped smoking. The coal trains traveling through
20 Camas will release significant amounts of diesel
21 particulate matter and coal dust and will increase
22 noise pollution.

23 A review of scientific literature shows that
24 the human body is not equipped to safely process the
25 toxic side effects of air pollution any better than

1 it's able to process cigarette smoke. And I've looked
2 through some medical journals, and data shows that
3 diesel particulate matter is associated with increased
4 cardiopulmonary mortality and increased heart attack
5 rates. No safe threshold has been established. And
6 noise pollution; in adults short-term and long-term
7 adverse health effects of noise pollution have been
8 documented, including heart disease and strokes.

9 We built a house in Camas in what we thought
10 was a quiet, unpolluted area. We plan to stay here
11 for the rest of our lives. I am very concerned that
12 the proposed coal trains will increase the
13 cardiovascular health effects on my husband and all of
14 us Camas residents. There are many other adverse
15 health effects of diesel particulate matter, coal
16 dust, and noise pollution, but this effect concerns me
17 deeply.

18 Please study the impact of the proposed coal
19 trains on cardiovascular health and health in general.
20 And I've added some references on the paper.

21 SPEAKER 9: Okay. My name is Jayme King I
22 live in Longview.

23 I'm employed in the real estate industry and
24 I am concerned about the rivers. Millennium will be
25 loading and unloading and mixing coal near our river

1 where the wind blows. And they'll be using water for
2 coal dust control. Even if Millennium can control the
3 coal dust and water quality at their facility, they
4 will not be able to control it everywhere else.

5 It rains. A lot. Rainwater running through
6 uncovered coal cars will become contaminated with coal
7 particles and toxic chemicals used to control dust.
8 The contamination, the poison rainwater will run
9 through our communities and end up in our streams,
10 rivers, and the ocean.

11 Millennium states in their proposal that this
12 project will have negative effects on wetlands,
13 rivers, and wetland buffers. They name the Columbia,
14 the Willamette, and the Snake Rivers. The proposal
15 also states there will be negative impacts on
16 endangered and threatened species. Our precious
17 salmon are on that list.

18 Already the Army Corps concluded that coal
19 dust from trains to the TransAlta coal power plant in
20 Centralia could harm wetlands and waterways. Army
21 Corps and Ecology need to address this issue for the
22 Millennium proposal as well.

23 Then there is the MV Smart, the coal ship
24 that crumbled into pieces dumping massive quantities
25 of coal into the water off South Africa. I expect

1 local, state, and federal agencies to require safety
2 policies and procedures that will protect the
3 waterways from any amount of coal. There needs to be
4 a specific plan for cleanup of any accident.

5 How will we be able to keep rainwater out of
6 the river? I would request that the Environmental
7 Impact State review include the effects of coal dust,
8 coal sludge, and these toxic chemicals on our rivers,
9 streams, oceans, wetlands. What will the effects be
10 on endangered and threatened species and habit at? I
11 want you to guarantee that our waterways will remain
12 safe, clean, and healthy.

13 SPEAKER 10: I am one-eighth Native American.
14 My Native American heritage comes from Opelousas,
15 Louisiana. I could cry telling you about what I've
16 heard from my family about what it was like to be red-
17 skinned in south. You were considered black if you
18 weren't white. And even heard that my uncle was
19 recruited in the black Army during World War II just
20 because he was not white. Not that it was such a bad
21 thing, but still, you know.

22 But bottom line is I identify totally with my
23 culture and our beliefs about metaukoyosis,
24 M-E-T-A-U-K-O-Y-O-S-I-S, which means all my relations.
25 What we do to our plant we do to ourselves. We are

1 all connected to everything. And polluting the air
2 affects us all. We're all related and isn't that
3 enough to say?

4 SPEAKER 11: My name's Matt Ryan. I'm a
5 registered nurse. And I live in Underwood,
6 Washington, and the mid Columbia Gorge.

7 And I'm an avid wind surfer, kite boarder,
8 road cyclist, mountain biker. Spend a lot of time in
9 and near the Columbia River. Have seen, especially in
10 the last year or two, increasing coal trains coming
11 through the gorge and have experienced flying coal
12 dust landing on my car, piling up on my windshield, on
13 my windshield wipers, getting in my hair. I had to
14 comb some out of my hair. I've experienced it up to
15 three or four inches deep on the side of the highway,
16 and have even experienced -- picked up some debris
17 which I was hoping to be able to show someone here at
18 some point.

19 But this is a lot more than just dust. This
20 is big chunks. I'm holding up a chunk here for the
21 court reporter that is probably almost as big around
22 as a quarter, something like that. There's
23 significant amount of coal coming off the trains. And
24 this is after they've already traveled in open cars
25 for, you know, approaching a thousand miles and we're

1 still getting this much debris coming off.

2 Again, as a resident, as a nurse, as a
3 recreater in the mid Columbia Gorge, I just have great
4 concerns with the amount of degradation to the
5 environment we're seeing with these trains. It's just
6 my first reaction when I had the coal pelting me
7 getting ready to go wind surfing one day is how can
8 they get away with this? I just don't understand it.

9 So I just think there's -- there's better
10 ways for us to get our energies. I understand we need
11 to use some of the older fossil fuels as we transition
12 to the cleaner energies, but I think using coal and
13 especially transporting in this manner is just not
14 appropriate.

15 Thank you for your time.

16 (The statements concluded at 4:53 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 13, 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 16th day of October, 2013.

Shannon Krska

SHANNON K. KRASKA
Certified Court Reporter
Certificate No. 2967

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15,000 5:21
16 7:15
1997 5:4

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3 4:1
35-year 4:2

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4 4:13

5

5 5:2

6

6 5:25

7

7 7:4
70 6:4

8

8 7:13

9

9 8:21

A

added 8:20
address 9:21
adults 8:6
adverse 8:7,14
Africa 9:25
air 4:20 5:12,23 7:9,25

Alamos 6:1
algebra 6:12
American 6:23,24
amounts 7:20
Andrew 4:1 5:2
area 7:17 8:10
Army 9:18,20
assessment 5:20
associate 7:14
atmosphere 4:3,8,10, 11 5:21
attack 7:18 8:4
attested 7:8

B

ball 4:5,9
batteries 5:17
bear 4:25
blows 9:1
body 7:24
breathable 4:10
breathing 5:10
buffers 9:13
built 8:9
burned 4:23
burning 5:10,11
burnt 7:10

C

California 6:3
Camas 7:16,17,20 8:9, 14
carbon 5:12
cardiopulmonary 8:4
cardiovascular 8:13, 19
care 4:14
cars 5:18 9:6

cells 5:5,19
Centralia 9:20
change 4:21
Chemical 6:24
chemicals 9:7
chemistry 5:4
child 6:5
Children 6:21
China 7:10
cigarette 8:1
class 5:4
clean 7:7,9
climate 4:21
clinical 7:14
Club 6:9
coal 4:15,19,22 7:6,7, 10,19,21 8:12,15,18,25 9:2,3,6,18,19,23,25
colleagues 6:16,23
Columbia 4:14 9:13
communities 9:9
competition 5:9
comprehensive 4:17
concerned 4:15,22 8:11,24
concerns 8:16
concluded 9:18
consequences 4:25
considers 4:18
construct 4:5
Consumption 6:19
contaminated 9:6
contamination 9:8
continue 5:23
control 9:2,4,7
Corporation 5:17
corporations 5:16,18
Corps 9:18,21

crumbled 9:24

D

Dale 5:25
data 8:2
deeply 8:17
democracy 4:24
department 6:11
desperately 7:5
develop 5:19
diameter 4:6
diesel 4:19 7:20 8:3,15
difference 6:12
dinosaurs 5:6
dioxide 5:12
discuss 6:9
disease 8:8
divide 4:6
documented 8:8
Duke 6:1,7,9
dumping 9:24
dust 7:8,21 8:16 9:2,3, 7,19

E

earth 4:5 5:22
Ecology 9:21
effect 8:16
effects 4:19 7:25 8:7, 13,15 9:12
eight-inch 4:9
employed 8:23
encouraged 6:16
end 9:9
endangered 9:16
energy 6:4,19
entitled 6:18

Environmental 4:18
equal 4:8
equations 6:12
equipped 7:24
established 8:5
estate 8:23
excellent 5:5
expect 9:25
experience 6:6

F

facility 9:3
feet 5:21
fewer 4:23
fill 5:14
forms 4:19
fragility 4:4
fuel 5:5,11,19
Future 6:21

G

gave 6:11
general 8:19
Geological 6:24
give 6:22
Glasgow 5:25
global 4:21
good 5:1,14
Gorge 4:14
group 6:8
Growth 6:10,18,19

H

harm 9:20
head 7:2
health 4:14 8:7,13,15,
 19

heart 7:18 8:4,8
helpful 7:12
high 5:22
hope 5:19
house 8:9
human 4:19 7:24
husband 7:16,18 8:13

I

idea 5:8
impact 8:18
impacts 4:21 9:15
inch 4:7
inches 4:5
including 8:8
increase 7:21 8:12
increased 8:3,4
industry 8:23
information 6:11

inside 5:21
Institute 6:8
interested 6:15
involved 6:14
ion 5:17
issue 9:21

J

Jane 7:1
Jayne 8:21
jobs 7:5
journals 8:2

K

King 8:21

L

Laboratory 6:2

Lapras 6:13
learned 5:5
life 4:20 6:5
Limits 6:10
list 9:17
literature 7:23
lithium 5:17
live 4:13 7:16 8:22
lives 8:11
loading 8:25
long-term 8:6
Longview 8:22
looked 8:1
Los 6:1
lot 9:5
Lubchenco 7:1
lungs 5:14

M

Mark 4:13
Massachusetts 6:8
massive 9:24
math 6:10
matrix 6:12
matter 7:21 8:3,15
mechanic 4:2 5:3
medical 8:2
mile 4:7,8
Millennium 4:16 7:4
 8:24 9:2,11,22
mind 4:4
mixing 8:25
Montana 7:7
mortality 8:4
move 5:16
moved 7:17
Murdock 4:1 5:2

MV 9:23

N

name's 4:13
National 6:1
needed 7:5
negative 9:12,15
Nina 7:13
NOAA 7:2
noise 7:22 8:6,7,16

O

ocean 9:10
oil 5:6
one-thousandths 4:6
Oregon 7:1
outdated 5:7
overseas 4:23

P

paper 6:17 8:20
part 7:6
particles 9:7
particulate 7:21 8:3,15
past 5:8 6:7
people 7:9,11
Physical 6:23
pieces 9:24
plan 8:10
Planet 6:20
plant 9:19
poison 9:8
pollutants 5:14
pollution 7:22,25 8:6,7,
 16
Population 6:18,19
power 5:18 9:19

precious 9:16
 problem 6:6
 process 7:24 8:1
 professional 4:14
 professor 7:1
 project 4:16 9:12
 projects 6:15
 proposal 9:11,14,22
 proposed 4:15,16
 8:12,18
 provide 5:19
 putting 5:9

Q

quality 4:20 9:3
 quantities 9:24
 quiet 7:17 8:10

R

rains 9:5
 rainwater 9:5,8
 Ramifications 6:20
 rates 8:5
 real 8:23
 reasonable 5:20
 recently 6:1,16 7:2
 recognized 4:24
 references 8:20
 regulations 4:23
 release 7:20
 releasing 5:12
 report 6:10,17
 represent 4:7
 request 4:17
 research 7:14,15
 residents 8:14
 rest 8:11

retired 5:3 6:2
 review 7:23
 river 8:25
 rivers 8:24 9:10,13,14
 Rome 6:9
 run 9:8
 running 9:5

S

safe 8:5
 safely 7:24
 salmon 9:17
 Saran 4:9
 scientific 7:23
 ship 9:23
 short-term 8:6
 shows 7:23 8:2
 side 7:25
 significant 7:20
 Smart 9:23
 smoke 8:1
 smoking 7:19
 Snake 9:14
 Society 6:23,24,25
 solve 5:6 6:12
 South 9:25
 Southwest 7:8
 SPEAKER 4:1,13 5:2,
 25 7:4,13 8:21
 species 9:16
 specifically 6:25
 starting 6:5
 state 7:1,6,12
 Statement 4:18
 states 9:11,15
 stay 8:10
 stopped 7:19

streams 9:9
 strokes 8:8
 studied 6:4
 study 8:18
 supply 5:10
 surely 5:13
 surface 5:22
 sustainable 4:11

T

talk 4:3
 Technology 6:9
 ten-year-old 6:5
 terminal 7:4
 Tesla 5:17
 thick 4:10
 Thomas 4:13
 thought 8:9
 thousandth 4:7
 thousandths 4:8
 threatened 9:16
 threshold 8:5
 Thrun 7:13
 time 6:14
 toxic 7:25 9:7
 trains 7:19 8:12, 9:19
 Transalta 9:19
 transfers 6:13
 transported 4:22
 transports 4:16
 traveling 7:19

U

uncovered 9:6
 understand 7:11
 universities 6:15

University 6:1,2,7 7:2
 unloading 8:25
 unnamed 5:18
 unpolluted 7:17 8:10

V

vapor 5:13
 vapor's 5:13
 veteran 4:2

W

Washington 7:6,8
 water 4:20 5:12,13 9:1,
 3,25
 waterways 9:20
 wetland 9:13
 wetlands 9:12,20
 white 6:17
 Willamette 9:14
 wind 9:1
 worked 7:14
 World 6:18,19
 wrap 4:9
 write 6:16
 Wyoming 7:7

Y

years 6:4 7:15,18