

MILLENNIUM BULK TERMINALS - LONGVIEW

ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SCOPING MEETING COMMENTS

MAIN STAGE

\* \* \*

Wednesday, October 9, 2103

SEPA 5:00 p.m. - 8:00 p.m.

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Clark County Event Center

17402 NE Delfel Road

Ridgefield, Washington

SINEAD R. WILDER, CCR

Court Reporter

1 RIDGEFIELD, WASHINGTON; WEDNESDAY, OCTOBER 9, 2013

2 5:00 p.m.

3 \* \* \*

4 MR. JOHN WHITE: Good evening, Ladies and  
5 Gentlemen. On behalf of the Washington Department of  
6 Ecology, Cowlitz County, and the U.S. Army Corps of  
7 Engineers, let me welcome you to tonight's scoping  
8 meeting Millennium Bulk Terminal project.

9 My name is John White. I am -- as you can  
10 tell by my snappy khaki vest, I am part of your event  
11 host team.

12 And just to make sure you all understand,  
13 the event host team has no dog in this fight. We are  
14 not affiliated with the project, except to the extent  
15 that we are under contract with the three lead  
16 agencies, the Corps, Ecology and Cowlitz County, to  
17 provide this venue to the advantage of these lead  
18 agencies, and to make sure you all get out of it what  
19 you expect to get out of it.

20 So welcome.

21 The event host role is very simple. We want  
22 to make sure that you have a safe, secure and  
23 unintimidating environment within which to provide  
24 comments to these agencies about this topic.

25 We know there is a lot of passion around

1 this issue. And we respect that. And we're glad you  
2 care as deeply as you do.

3 For many of you, this will be your only  
4 opportunity to attend one of these meetings and to  
5 participate. So that makes it even more important  
6 that these meetings are run with a civil tone, and in  
7 concert with our ground rules that I will discuss  
8 momentarily.

9 The purpose of tonight's meeting is to seek  
10 your input from the three agencies in the issues that  
11 you believe are critical, that should be studied as  
12 part of the Environmental Impact Statement, that will  
13 be completed for the Millennium Bulk Terminal project,  
14 which, as I'm sure you're aware, is located on the --  
15 proposed to be located on the Columbia River near  
16 Longview.

17 An EIS is an analytical document. It is  
18 intended to provide analysis, so that the agencies can  
19 review and use to support a decision whether to --  
20 whether they should or should not issue permits for  
21 this particular project. So it is an extremely  
22 important ingredient into the whole decision-making  
23 process.

24 This meeting is not a public hearing,  
25 per se, on the merits of the proposal. In other

1 words, we're not going to count how many like it, how  
2 many don't like it.

3 As I said earlier, what's really of greatest  
4 value to the lead agencies is for you to tell them the  
5 particular environmental issues that you believe  
6 should be analyzed in this document before they begin  
7 the decision-making process.

8 There are a total of five scoping meetings  
9 that are being held around the state. This is fourth  
10 in the series of five. We will have one next week in  
11 Tacoma, which will finalize the scoping process in  
12 terms of the public meetings.

13 There are actually two EIS's that will be  
14 developed through the process. We had a meeting from  
15 one o'clock to actually about 4:30, due to our power  
16 outage. But we had a meeting earlier today that was  
17 focused on the National Environmental Policy Act, the  
18 federal NEPA process, where the Corps of Engineers was  
19 the lead agency. They will write an EIS.

20 And the State and County will write an EIS  
21 under the State Environmental Policy Act.

22 Now, it's important for you to understand  
23 that there are multiple ways that you can weigh in on  
24 this effort. First, if you are fortunate enough to be  
25 selected by our lottery here tonight, you can directly

1 address the lead agencies.

2 Secondly, we have a room in the back of the  
3 room, the room that's draped off, where you can  
4 provide written comments. We have comment forms, and  
5 those are taken back there.

6 If you'd like to talk directly to somebody,  
7 but it's not your favorite thing to stand up in front  
8 of a few hundred of your neighbors, we have a quiet  
9 room in the back right corner, to my right, where we  
10 have a court reporter. And you can go back there, and  
11 you'll be offered a two-minute audience with the court  
12 reporter, where you can deliver your comments. That's  
13 sort of a more private way to do it.

14 There is a project website for this project.  
15 And when I say project, it is about the EIS process.  
16 It is millenniumbulkeiswa.gov.

17 I'm not going to ask you to remember that.  
18 The good news is that when you came in, you should  
19 have been provided with this handout, and the web  
20 address is on there.

21 Further, you can mail comments -- and my  
22 point is, you can make comments on the website, just  
23 like you would in the back of the room. Or you can  
24 mail comments to us. And again, the mailing addresses  
25 are provided.

1           So we have multiple ways for you to be able  
2 to participate. What's most important about that is  
3 all of the comments receive equal weighting. So  
4 whether you stand here tonight and make a comment, or  
5 you do so in the quiet room, or you do so on the web,  
6 all of those comments have equal weight.

7           So I just want you to know it's important to  
8 get into the -- into the commenting period. That  
9 commenting period will extend until November 18. So  
10 all of the venues that I just mentioned will be  
11 available to you until midnight on November 18th for  
12 commentary.

13           At the completion of these meetings, the  
14 Corps and Ecology and the County will each prepare a  
15 scoping report, which will outline the proposed  
16 content of the Environmental Impact Statement; the  
17 Corps doing the NEPA statement, the County and Ecology  
18 doing the SEPA statement.

19           So at that point we'll be able to tell  
20 exactly what the content is going to be.

21           So let me talk a little bit about the  
22 procedures we'll use here tonight. We will take  
23 public testimony until 8 o'clock. In order to be as  
24 fair as humanly possible, we will be choosing our  
25 speakers by lottery.

1           If you want to speak, you should be in  
2 possession of a little white ticket like this  
3 (indicating). There are seven numbers -- six numbers  
4 on that ticket. The first are the same for  
5 everybody's tickets. So we'll only be reading the  
6 last four numbers.

7           But if you don't have a ticket, and you want  
8 to be able to speak, or you want a chance to speak, I  
9 would direct you back to the back of the room where  
10 you came in, and you can get a -- you can get a  
11 ticket.

12           So we will draw ten numbers, initially, to  
13 get this started. And if you have one of the winning  
14 numbers, what I would ask you to do is come up to the  
15 front of the room. Jim over here -- stand up and  
16 wave, Jim -- Jim will check you in, just to validate  
17 that it was, in fact, one of the numbers that was  
18 called. And then you'll be asked to take a seat in  
19 the cue.

20           We have ten chairs up here. We'd just ask  
21 you to take a seat until your number is called.

22           When your number is called, number one,  
23 please drop your ticket into the box here on the  
24 table. And secondly, just proceed on up to the -- to  
25 the podium for your comments.

1           This room does not have the best acoustics.  
2    So we're trying very carefully to make sure that  
3    everybody can be heard. So when you come up to the  
4    podium, please make sure you speak directly into the  
5    microphone, and as forcefully as you can. If you're  
6    naturally soft-spoken, just tell us, and we'll try to  
7    get the mike moved a little closer to you.

8           The numbers will appear on the screens on  
9    either side of the stage. So you should be able to --  
10   between being called early and being displayed up  
11   here, it should be very obvious if your number has  
12   been called.

13          And we do ask that you move forward quickly.  
14   It's very important to us to get as many people up  
15   here as possible tonight. So we'd like to make sure  
16   that we have a cue full, and people are moving through  
17   as quickly as possible.

18          Please bring your ticket with you, as I  
19   mentioned, for validation when you come up.

20          Each speaker is allowed two minutes. And  
21   when you come up, you will see on the podium, there's  
22   a little set of three lights, green, yellow and red.  
23   The green will go on when you start speaking. It will  
24   start flashing at the one-minute mark. The yellow  
25   will come in at the minute, thirty mark. And then the

1 red will come in at the two-minute mark.

2 So what I encourage people to do is to, when  
3 you see that yellow light, start thinking about  
4 wrapping up your comments. I'm a pretty nice guy, but  
5 I'm also firm about being fair. So I will ask you to  
6 terminate your comments at two minutes and leave the  
7 stage.

8 Now, if you've got more commentary that you  
9 weren't able to give us, you can give us a written  
10 statement for the balance of it. You can go back and  
11 fill out a comment card for the remainder.

12 Or if you'd like to, you can go back and see  
13 the court reporter and dictate to her the remainder of  
14 your testimony that you were not able to provide up  
15 here. But we will be asking you to abide by the  
16 two-minute limit.

17 So when you come up here, you'll be joining  
18 me, our timekeeper, our agency representatives, who I  
19 will introduce in just a moment. And importantly, our  
20 court reporter up here.

21 Now, her job is to make sure that she  
22 accurately records everything you say. And she does  
23 so by two means. Number one, she listens very well.  
24 And secondly, I didn't realize this until we started  
25 doing these meetings, court reporters also read lips.

1           So it's very important that you face the  
2 table up here when you're providing testimony, as  
3 opposed to turning out into the audience, because we  
4 want to make sure we get everything you say as  
5 accurately as humanly possible.

6           Our agency representatives tonight are Sally  
7 Toteff. Sally's the regional director of the  
8 southwest Washington -- southwest region, the  
9 Department of Ecology.

10           And Elaine Placido. Elaine is the director  
11 of Cowlitz County Building and Planning.

12           They are joined by Deanette Guy from the  
13 U.S. Army Corps of Engineers. Yes, she's a federal  
14 employee. And she is supposed to be furloughed. But  
15 she's here anyway. So that gives you some indication  
16 of how much she wants to be here.

17           And I can tell you, from having done  
18 three-and-a-half of these meetings, these folks are  
19 authentically interested in what you have to say.

20           So as I said, we're going to try to give  
21 everybody as much of a chance to get up here as we  
22 possibly can.

23           So with that, let's pull our first ten  
24 numbers. If you'd pull your tickets out and make sure  
25 that, if you hear your number, you can come up and see

1 Jim, and get checked in.

2 UNIDENTIFIED STAFF MEMBER: 3328. 3738.  
3 3516. 3562. 3460. 3563. 3473. 3526. 3565. 3582.

4 MR. JOHN WHITE: Thank you. If one of those  
5 is your number, if you'd please come in and check in  
6 with Jim and take a seat in the cue, we'd appreciate  
7 it.

8 Now, as I said earlier, our job is to make  
9 sure that we have a safe, secure, and unintimidating  
10 environment.

11 And we're doing that by living -- by some  
12 ground rules. And again, it was on the flyer that you  
13 picked up on your way in. Hopefully you've read  
14 those.

15 But let me go over a few of them, because  
16 they are very, very important to the conduct of the  
17 meeting.

18 First of all, we are not allowing any kind  
19 of intimidating behavior. So no confronting, no  
20 blocking somebody, no bullying, nothing that appears  
21 to be intimidating. We appreciate your cooperation  
22 with that.

23 Secondly, when we have a speaker up here, we  
24 are asking you not to cheer, not to jeer, not to boo,  
25 not to do anything that makes a sound.

1           Rather, if there's a speaker up here, and  
2 you think, Boy, that is a great point, just give us a  
3 big thumbs up or wave at us. Or if you have a small  
4 ten-by-ten sign, show that sign for a moment.

5           If you have a speaker up here that you think  
6 is way off the mark, go ahead and give them the thumbs  
7 down. But we are not allowing calls. We are not  
8 allowing jeering.

9           Now, the reason for that is twofold. Number  
10 one, we do not want this to be an intimidating  
11 environment for anyone, regardless of your  
12 affiliation.

13           And secondly, when you have the calls or  
14 other disruption, it slows the whole thing down.  
15 Again, our objective is to get as many speakers up  
16 here tonight as we possibly can. So we would  
17 appreciate your cooperation with that.

18           In terms of sign-waving, if you have a sign  
19 that's larger than ten-by-ten, we'd ask you to leave  
20 it on the floor and not use it. If you have one of  
21 the smaller signs, and you do want to show your  
22 approval for somebody, you're welcome to hold that up,  
23 again, momentarily.

24           Remember, there are folks behind you, if  
25 you're going to be doing that. So if you can just

1 make it very brief, we would appreciate it.

2 So when you come up to the podium, if for  
3 any reason you are not able to get up the stairs here,  
4 just let us know. I'll bring this mike down to the  
5 table, and you can stand and address these folks  
6 directly.

7 The ground rules are important. And they  
8 aren't just for us. They're for all of us. And  
9 they're important enough, that if we find ourselves in  
10 a situation where they are not being followed, we  
11 reserve the right to suspend the proceeding, either  
12 temporarily or just adjourn for the night.

13 That serves nobody. We don't intend to do  
14 that. But again, we are going to ask all of your  
15 cooperation in following these ground rules.

16 And we're asking you to use a little peer  
17 pressure. If you've got somebody sitting next to you  
18 that just can't seem to not clap, please ask them not  
19 to clap. The ground rules are, again, for the  
20 protection of all of us.

21 So a few logistical matters. Number one,  
22 our exits are located through the door that you came  
23 in, and doors on either side of the room toward the  
24 front (indicating). So if you'd take a moment, just  
25 look around, make sure you know where you're going to

1 be headed in case of any kind of emergency. We would  
2 appreciate that.

3 We have first aid available on the site.  
4 Paramedics are here. If you have any kind of a  
5 medical issue, please let somebody in a brown vest or  
6 one of the police officers know that. And we'll make  
7 sure that you get directly to an appropriate first  
8 aid.

9 We do have members of the Clark County  
10 Sheriff's Office here to help us. We appreciate their  
11 participation. And again, they're not here to  
12 intimidate anybody. But they're just here to make  
13 sure that everybody has a safe -- safe evening.

14 Restrooms are on this side of the building,  
15 men's and women's. I mentioned the quiet room in the  
16 back corner and the comment tables in the far back of  
17 the room.

18 Folks are free to come and go during the  
19 meeting. This is going to be a long one. We're going  
20 to be here three hours. But if you do so, we'd ask  
21 that you do so quietly without disruption.

22 This particular venue we have the  
23 disadvantage of not having any kind of separation from  
24 the public areas and the common areas. So if you're  
25 back there and having a conversation, we'd just ask

1 that you keep it as quiet as possible. It's amazing  
2 how well the sound travels from that back corner up to  
3 here, which we found out in our last meeting.

4 So one other item -- or two other. Number  
5 one, when you come up to speak, we would like to hear  
6 your name and county of residence, please. That helps  
7 us kind of orient things.

8 And secondly, at the top of each hour we  
9 will be providing an opportunity for elected officials  
10 and tribal officials to provide testimony. So that's  
11 where we're going to start right now. We'll get into  
12 it.

13 So our first person is Tribal Representative  
14 Little Dan from the Lemhi Band of the Shoshoni.

15 And elected officials and tribal officials,  
16 we're asking you to abide by the two-minute rule as  
17 well. We're turning on the timer. So please make my  
18 life easier.

19 Thank you.

20 SPEAKER 1: Thank you. Again, I'm honored  
21 to be standing here. Last time I spoke to you, the  
22 lights went out, and I thought you were tired of  
23 listening to me.

24 The proponents of this ask that you look at  
25 taxes and jobs locally. I stand here today to ask you

1 to think more globally. We're asked to look at what  
2 will be for the next seven generations. Will we be  
3 remembered for our creativity and for our  
4 contributions to humankind, or will we be remembered  
5 for our destructiveness.

6 The traditional circle of elders said these  
7 words to me. The natural law is the final and  
8 absolute governing ai-tee noha (sic), the earth we  
9 call mother. No power greater than natural laws.  
10 Each power was set up by the Great Spirit in such a  
11 way that the human being has no access to it except by  
12 obeying.

13 If we choose not to follow the natural laws,  
14 our lives will be filled with confusion, tension,  
15 anxiety and stress. If we poison the earth, we poison  
16 ourselves. If we poison the water, we poison  
17 ourselves. As we do to the earth, we do to ourselves  
18 and our children, even the children unborn.

19 May we think about this today and ask  
20 ourselves, are we holding and acting towards our  
21 Mother Earth in a good way. Nothing man has ever done  
22 to man in a horrible caprice of power and cruelty  
23 exceeds the self-inflicted punishment, all in the name  
24 of money.

25 Who would give themselves cancer? That's

1 what burning coal is doing to our atmosphere, our  
2 oceans, and ai-tee noha (sic).

3 We do have a cure for that cancer. That's  
4 saying no to more coal.

5 Thank you.

6 MR. JOHN WHITE: Thank you, sir.

7 Steve Stewart, Commissioner Clark County.

8 SPEAKER 2: Thank you for being here in  
9 Clark County today. My name is Steve Stewart.

10 I'm the Chair of the Clark County Board of  
11 Commissioners, and represent both myself and my board  
12 in reiterating our formal request that Clark County be  
13 included as a party of record for this project.

14 And that an environmental review carefully  
15 consider the regional impacts of this proposal,  
16 including direct, indirect and cumulative impacts and  
17 effects in Clark County.

18 As part of that analysis we ask that you  
19 take full consideration of alternatives and mitigation  
20 measures.

21 The County is encouraged by the fact that  
22 Cowlitz County and the Washington State Department of  
23 Ecology will be colead agencies for this project. We  
24 simply have concerns about how added rail traffic  
25 could harm the quality of life in Clark County,

1 especially for those living and owning businesses near  
2 the rail lines.

3 Impacts could include emergency response  
4 delays, increased traffic congestion, air and noise  
5 pollution due to idling trains, air pollution created  
6 by coal dust, blocked pedestrian and bicycle access to  
7 the waterfront, destabilizing steep slopes adjacent to  
8 the tracks, and changes to established quiet zones.

9 Again, thank you for taking the time to be  
10 down here. And thank you for considering our request.

11 MR. JOHN WHITE: Thank you.

12 Representative Liz Pike from the 18th  
13 District.

14 SPEAKER 3: Thank you for being here.

15 I'm Liz Pike. I am a state representative  
16 in the 18th District. In fact, you are in the  
17 18th District right now.

18 I am here representing 137,000 constituents  
19 in my district. And I've been to the Millennium Bulk  
20 Terminal facility and -- along with my senator, Ann  
21 Rivers. And we have seen the plans.

22 And the thing that I like most about this  
23 proposal is that it is bringing a polluted industrial  
24 site back into productive use. And I think that is  
25 the key element of this project.

1           We have the toughest environmental laws in  
2 the country here in Washington state. And I am  
3 confident that those laws will protect the environment  
4 with this project. So I -- I am -- I met with Maia  
5 Bellon, our Director of Ecology, a few months back,  
6 and With Sally Toteff. And she assured me that a fair  
7 process would be borne to permit this project.

8           And I'm counting on her and the Department  
9 of Ecology of keeping that word and making sure this  
10 is a fair process.

11           So thank you very much.

12           MR. JOHN WHITE: Thank you.

13           Peter Van Nortwick, Assessor for Clark  
14 County.

15           SPEAKER 4: Hello. Thank you for coming  
16 here today. I'm Pete Van Nortwick. I'm the Clark  
17 County Assessor, and I'm also a steering committee  
18 member for the National Association of County  
19 Officials on the Community Development and Economic  
20 Development Committee.

21           It's really important to us that we have  
22 jobs in the region. But at the same time, the coal is  
23 legal to build -- to mine the coal where it's at.  
24 It's legal to bring on the railroads. And so really,  
25 we need to look not only at what is going on in here,

1 but also the impact surrounding it.

2 And I hope you will take a look at the  
3 railroad crossings, just make sure that, you know,  
4 we -- we have everything covered.

5 We realize that they can bring the coal  
6 trains through. There is no law against that. But we  
7 want people to know that in Clark County, we do  
8 support working with them and supporting them to make  
9 sure that we want to be part of the process.

10 If they're going to be looking at bringing  
11 the coal through, please take a look at how it  
12 impacts us. Look at the crossings. Look at it any  
13 way. We want to be viewed as a partner involved in  
14 this process.

15 Thank you.

16 MR. JOHN WHITE: Thank you.

17 Paul Greenlee, who's a council member from  
18 the City of Washougal.

19 SPEAKER 5: Good evening. My name is Paul  
20 Greeley. I serve the people of Washougal on our city  
21 council.

22 We passed a resolution in March of 2012,  
23 which I will enter into the record, in which we asked  
24 to be made a party of record to this proceeding.

25 Our principal problem is Washougal has a

1 single, old, narrow grade-separated crossing. We have  
2 five at-grade crossings in the city.

3 Our police station and fire station are  
4 south of the tracks. The bulk of our population is  
5 north of the tracks. The busiest intersection in our  
6 city is 125 feet north of the tracks on an at-grade  
7 crossing.

8 Vastly-increased rail traffic will cut us in  
9 half. Our retail is south. Our Port of  
10 Camas-Washougal, with 140 acres of new Steigerwald  
11 Employment Center, which is being built out, is south  
12 of the tracks. Again the people are north.

13 If you run dozens of trains through our  
14 city, you cut us off from all that.

15 We also worry about the environmental  
16 issues. For example, we hear about coal dust, diesel  
17 particulates, pollution from cars idling at grade  
18 crossings. We, as a city, have no way to evaluate  
19 those threats. We'd have to depend upon you to do  
20 that for us.

21 I also worry about jobs. A few jobs in  
22 Longview. At what cost? We have jobs in Washougal  
23 that depend on clean water in the Columbia. Salmon,  
24 steelhead in the Washougal. Mushrooms in the forest,  
25 fiddlehead ferns. All are businesses in Washougal.

1 Those are jobs for us.

2 You have difficult questions. I don't envy  
3 you in your tasks.

4 Thank you.

5 And I have three copies of the resolution.

6 MR. JOHN WHITE: Thank you, sir.

7 Jack Burkman, city council member for the  
8 City of Vancouver.

9 SPEAKER 6: Good morning. I am Jack Burkman  
10 representing the City of Vancouver, council member.  
11 So I represent not only our council, but our citizens.

12 The Vancouver City Council passed a  
13 resolution that I will leave with you. I want to  
14 present that.

15 And also, our staff has presented some  
16 detailed comments that add to that. I think that's a  
17 lot of the information you're looking for.

18 But the essence of this resolution is to  
19 express our concern about the impact of increased coal  
20 transport rail traffic through Vancouver. Because  
21 Vancouver has trucks running both north-south and  
22 east-west. It runs along our waterfront, runs just  
23 west of our downtown.

24 So we're requesting that you look at these  
25 impacts and consider how you might address the

1 impacts. Impacts such as, but not limited to, the  
2 traffic congestion that you've heard about already,  
3 resulting in delays for residents and commerce.

4 Increased tailpipe emissions from stopped  
5 and idling vehicles. We have a lot of residential  
6 around those areas. Increased diesel emission and  
7 potential impacts from coal dust, or other  
8 particulates we're not familiar with, because they  
9 will be open railcars and barges.

10 And we ask you to conduct an analysis of the  
11 cumulative impacts. Please look just beyond a single  
12 project. Because there's a variety of these under  
13 way.

14 Now, we do recognize, and we truly do  
15 appreciate, that these projects create jobs in our  
16 region. And we've been supportive of the Port of  
17 Vancouver's investment of millions of dollars of  
18 public money to expand the rail traffic.

19 That's a consequence of addressing some of  
20 the truck traffic. We do have to move goods around.  
21 So we support that.

22 Thank you for having this hearing. That was  
23 in response to one of our requests, you involve our  
24 community. We ask that you continue that, and that  
25 you make the City of Vancouver parties of record for

1 any and all future actions.

2 Thank you.

3 MR. JOHN WHITE: Ann Rivers, State Senator  
4 from District 18.

5 SPEAKER 7: Thank you so much for honoring  
6 the -- my request that you make this a bully-free and  
7 rewarding experience for everyone here who wishes to  
8 testify.

9 As an elected official, my main focus is the  
10 economy. The 18th Legislative District trails in  
11 the recovery. Many of my people are still out of  
12 work.

13 The Millennium terminals provide an  
14 opportunity to strengthen our economy through expanded  
15 export opportunities and creating those new jobs that  
16 my people need. Securing these types of large private  
17 investments now will help set the foundation of our  
18 State's future trade and export industry.

19 The Millennium terminals will bring new  
20 investments needed to grow our trade industry and  
21 protect the 40 percent of Washington jobs that  
22 currently exist that are dependent on that trade. I  
23 urge you to conduct an individualized review of the  
24 Millennium export facilities.

25 The regulatory burden of a global review

1 would burden our state's existing and future export  
2 investments by setting the expectation that all export  
3 expansions from agriculture to airplanes will be  
4 subject to the same review. We cannot afford this  
5 regulatory requirement.

6 New investments, like these facilities,  
7 benefit our entire trade industry by making Washington  
8 a more competitive trade hub. I encourage you to move  
9 the authorization of this facility forward in a timely  
10 manner.

11 Thanks a million.

12 MR. JOHN WHITE: Thank you.

13 First of all, I'm giving you all an A for  
14 following the ground rules. And I want to tell you, I  
15 really appreciate that. Thank you very much.

16 Secondly, I owe an apology, because I  
17 introduced our two representatives without even  
18 looking over to see who was there. So I introduced  
19 you to Elaine Placido. Well, that's not Elaine  
20 Placido. That's Ron Melin from Cowlitz County.

21 Ron, my apologies.

22 Okay. We're going to get started.

23 3328. Come on up.

24 SPEAKER 8: I'm Marcella Chandler from Clark  
25 County. I'm a retired licensed practical nurse. I

1 spent months of my career working on the medical floor  
2 of a local medical center.

3 On the medical floor we train and work with  
4 patients in late-stage cancer, emphysema, chronic  
5 obstructive airway disease, heart disease, lung  
6 infections, immune disorders, severe asthma, and other  
7 infectious diseases and chronic illnesses.

8 It is documented that coal dust, one,  
9 reduces life expectancy as a result of the  
10 particulates containing sulphur dioxide, ozone, heavy  
11 metals and benzene that get into our air and water.  
12 These particulates are so small that they get into the  
13 respiratory tract, then into the lungs, working their  
14 way into the bloodstream, distributing toxins  
15 throughout the body.

16 It is also documented that coal dust  
17 increases likelihood of congestive heart failure,  
18 cancer, osteoporosis, ataxia and other disorders --  
19 neurological disorders, renal dysfunction, loss of IQ.

20 My concern is for the health and welfare of  
21 my children, family, my friends and community.

22 I can still see the faces of those patients  
23 with late-stage respiratory illness -- illnesses,  
24 unable to breathe, despite having the oxygen meter  
25 turned up all the way. I can still see the panic in

1 their eyes and hear them repeating, I can't breathe.  
2 I can't breathe.

3 The coal companies don't have the right to  
4 sicken an entire region of the nation just to fatten  
5 their wallets.

6 I am asking the Ecology Department to do a  
7 broad review of the impacts of this project, including  
8 the health risks, and the impacts from the rail line  
9 to the burning of coal abroad.

10 Thank you.

11 MR. JOHN WHITE: Thank you.

12 3738.

13 SPEAKER 9: Thank you for being here and  
14 listening tonight. My name is Gregory Monahan, and  
15 I'm a resident of Clackamas County, Oregon. I'm here  
16 speaking on behalf of my grandchildren, Gil, age five,  
17 and Arlo, age one, who live with me.

18 I ask that the scope of the environmental  
19 impact analysis be comprehensive and consider all of  
20 the impacts associated with this coal terminal.

21 Specifically, I would like the impacts of  
22 the eventual burning of the coal to be considered,  
23 which will drastically increase the amount of CO2  
24 added to the atmosphere and push it beyond the  
25 already-dangerous current levels approaching 400 parts

1 per million.

2 CO2 is a recognized -- recognized by the  
3 U.S. EPA, and has been confirmed by the U.S. Supreme  
4 Court. The state of Washington is committed to  
5 reducing its CO2 emissions, and it makes no sense to  
6 export coal and further increase CO2 emissions.

7 Secondly, I would like the increased  
8 level of mercury particulates, which will fall upon us  
9 owing to the burning of the coal in China. Mercury is  
10 a known neurotoxin, and will affect the health of our  
11 children.

12 So what I'm after is for you to consider the  
13 kind of world we're going to leave to my grandchildren  
14 and all the other children in our state.

15 Thank you.

16 MR. JOHN WHITE: Thank you.

17 3516.

18 AUDIENCE MEMBER: Sir, can you move the mike  
19 a little closer.

20 MR. JOHN WHITE: Are you having trouble  
21 hearing?

22 AUDIENCE MEMBER: Yes.

23 SPEAKER 10: Thanks.

24 My name is Mary Lyons, and I'm a nine-year  
25 residence of Longview. I moved to Longview, because I

1 found a home in a quiet setting within easy driving  
2 distance of Portland, Seattle, ocean beaches, a  
3 volcano -- hello -- and right beside a major American  
4 river, which supports commercial and recreational  
5 interests on a worldwide scale.

6 The stigma of pollution came to Longview  
7 with Reynolds Aluminum, along with jobs. Alcoa bought  
8 the property and chose Australian-based Millenium to  
9 do a pig lipstick job of cleanup and seal, rather than  
10 cleanup and clean up.

11 And now, Ambre, Millennium, Wyoming and  
12 Montana are pressuring us to believe that another  
13 dirty and polluting commodity is the best we can do  
14 with that prime riverfront property.

15 The lasting effects of cleaner,  
16 less-volatile industries is stability and strength.  
17 But local leaders are locked in an old mill pattern of  
18 jobs at any cost with a company that will be long gone  
19 and probably bankrupt when evidence of damaged  
20 community health is surfacing.

21 Well, we want that site cleaned up to  
22 shovel-ready levels. And that will be mean lots and  
23 lots of community-healing jobs. And those are union  
24 jobs.

25 Longview, Cowlitz County and the Department

1 of Ecology can do better. If we focus first on  
2 holding Alcoa accountable for an effective cleanup,  
3 denial of this permit will give all the people of the  
4 Columbia a chance to team up with the State and make  
5 this a healthy, multifaceted river habitat we can all  
6 be proud of.

7 Thank you.

8 MR. JOHN WHITE: Thank you.

9 3562.

10 SPEAKER 11: Good evening. My name's  
11 Richard Van Sickle. I'm a resident of Longview,  
12 Cowlitz County.

13 I came here in 2009 to serve as the owner's  
14 representative for the EGT export grain terminal. I  
15 came after you folks had done a lot of your work with  
16 the SEPA, and came and did the construction work. But  
17 then we had more things that would come up.

18 And I appreciate the work that you have to  
19 do and appreciate the -- the huge task ahead of you  
20 for this project.

21 We went ahead, followed the rules. You  
22 followed the rules. We got the work done. And the  
23 results were good jobs in the community, annual influx  
24 of money for the people who needed the schools. We're  
25 suffering now and need some more.

1           This is a modified good project that  
2 Millennium is proposing. And I urge you to give  
3 them -- make them play by the same rules that we did.  
4 And I know that you will, because that's what you do.  
5 And I would just only urge you to -- to expedite your  
6 work, and get it moving forward. They're doing a good  
7 thing for our community.

8           The folks in Longview suffer tremendously  
9 from poor health, illiteracy, poverty. And all you  
10 have to do is go to the website of pathways2020.org  
11 and get a report card of what's going on up there.  
12 And you can see how important it is to us.

13           I know your -- your task is not to determine  
14 the needs. But the needs are fulfilled by this type  
15 of work.

16           Thank you very much.

17           MR. JOHN WHITE: Thank you.

18           3460.

19           SPEAKER 12: Thanks for hosting this  
20 tonight. I'm Jared Smith, resident of Clark County, a  
21 longshoreman of Vancouver.

22           I'm here tonight to you urge you guys to  
23 broad-scope the EIS. This deserves to be looked at in  
24 a way where it's going to be dug up, and where it's  
25 going to be burned. How it's going to affect the

1 ranchers, the farmers, the 7600 acres of grazing land.  
2 What's going to happen to that?

3 The 40 acres of railroad that's going to be  
4 put through. I worked on around the Columbia River  
5 for 13 years, worked boat cargoes. And I know you  
6 cannot contain the dust. We already load up -- out  
7 enough crap. There's already enough stuff in the fish  
8 I eat, I'm sure. I don't want any more in there.

9 As far as the companies go, we know this was  
10 rubber-stamped to begin with. And the Department of  
11 Ecology stepped in.

12 And during the discovery process, it was  
13 found that out this was -- a bulk terminal they wanted  
14 to label it, because they don't didn't want the  
15 community to know that it was going to be a coal  
16 terminal. Because coal's not a visual, obviously  
17 (sic).

18 So please -- which I'm just saying this,  
19 because they're hiding. They're hiding things. And  
20 if they did care about the community, they'd want the  
21 broad-scope EIS. They'd want everything out there, so  
22 you guys can make a true and informed decision.

23 As far as more lies go, all the labor in the  
24 room, with your blue shirts on, this company  
25 Peabody -- I'm sure you know their history. They

1 support out -- out of (unintelligible) right to work.

2 So please do the broad scope.

3 MR. JOHN WHITE: Thank you.

4 Come on up, sir.

5 We'll draw five more numbers.

6 And if you'll just hold one second -- sir,  
7 if you'll hold on one second, so we can draw five more  
8 numbers.

9 UNIDENTIFIED STAFF MEMBER: 3599. 3603.  
10 3879. 3729. 3808.

11 MR. JOHN WHITE: If that is your number,  
12 please make your way forward.

13 And this is 3563.

14 Thank you for waiting.

15 SPEAKER 13: Good afternoon. And thank you  
16 for allowing me to speak.

17 My name is Hans West. I'm a retired  
18 physician from Salem, Oregon. And I'd like to discuss  
19 briefly the ill effects from coal, the various forms  
20 of coal.

21 We do know that coal has a lot of health  
22 consequences, the burning of coal, and even the coal  
23 dust. But there are a lot of questions that are  
24 raised.

25 And in that context, I would like to mention

1 that -- or discuss the fact that, according to the  
2 railroads, up to two percent of a ten-thousand-ton  
3 trainload of coal could be blown off during that trip  
4 from the coal fields to the ports.

5 We know that coal has been going into the  
6 Columbia River, and we know that coal can blow up to  
7 half-a-mile -- coal dust that is -- up to half-a-mile  
8 from the railroad tracks.

9 Now, coal dust contains heavy metals --  
10 cadmium, arsenic, mercury, lead, just all types of --  
11 it contains polycyclic aromatic hydrocarbons, toxic.  
12 It contains fine particulate matter, toxic.

13 So the question has to be, you know, are  
14 these heavy metals blowing into agricultural fields  
15 and being taken up by the food that we are growing to  
16 eat? This needs to be studied.

17 Are the fish, the bottom-dwelling fish in  
18 the Columbia River, which have been shown to be  
19 heavily, heavily polluted with arsenic and mercury,  
20 how much of that is coming from the coal that's been  
21 pouring into the Columbia River?

22 As you know, we export something like  
23 10 million tons of coal, metric tons. And most of  
24 that comes through the Columbia Gorge on its way to  
25 the ports. And a lot of that, no doubt, has been

1 falling into the river.

2 And finally, our people who live close to  
3 the river -- or excuse me, live close to the tracks or  
4 work close to the track, are going to school close to  
5 the tracks, are they inhaling fine particulate matter,  
6 which can have serious health consequence?

7 Finally, let me leave you with a dramatic  
8 statement from China that just came out, that shows  
9 that the people in North China, as compared to  
10 southern China, have lifespans shorter -- that are  
11 five-and-a-half years shorter, on average. And the  
12 only reason -- the only way they can explain this is  
13 from the heavy atmospheric pollution from burning  
14 coal.

15 MR. JOHN WHITE: Sir.

16 SPEAKER 13: That's a health crisis.

17 MR. JOHN WHITE: Thank you.

18 SPEAKER 13: Thank you.

19 MR. JOHN WHITE: 3473.

20 SPEAKER 14: Hi, there. My name is Tom  
21 Davis. I'm with the Washington Farm Bureau, and I'm  
22 from Thurston County. We are the state's largest  
23 general agricultural organization representing some  
24 40,000 folks across the state.

25 Washington is the most trade-dependent

1 country -- or state in the nation. And the two  
2 largest industry sectors in the state reveal why trade  
3 is so important. That's agriculture and aerospace.

4 The agricultural industry creates 160,000  
5 jobs and \$46 billion in annual state revenue. Ag  
6 makes up 13 percent of the state's economy. Ag is the  
7 second-largest export category for the state.

8 For instance, wheat, which is one of the top  
9 three crops grown here, 85 to 90 percent of the annual  
10 harvest is exported out of the state.

11 We're also the third-largest food and ag  
12 exporter in the United States. Nearly \$15 billion of  
13 food and ag products were exported from Washington  
14 ports in 2011.

15 Anytime that we can improve our state's  
16 export infrastructure is a good thing for  
17 agricultural. With Washington being so trade  
18 dependent, good infrastructure is vital.

19 That is why the Washington State Farm Bureau  
20 supports the Millennium terminal. It will provide new  
21 investments that are needed to improve and expand our  
22 trade industry. It will benefit ag, timber and other  
23 products, in addition to coal.

24 I am opposed to the unprecedented broad,  
25 unfocused and unachievable global review the state has

1 recently proposed for similar projects.

2 To protect our state's trade-dependent  
3 economies, we urge you to adopt an individualized,  
4 project-specific review for the Millennium terminal.

5 Thanks.

6 MR. JOHN WHITE: Thank you.

7 3526.

8 SPEAKER 15: Good evening. I'm Hal Palmer.  
9 And I'm a former Longview city council -- councilman  
10 for 15 years ago. Served as senate representative in  
11 the 18th District for a year. And most importantly,  
12 for over 36 years I've been a small business in  
13 Longview-Kelso area.

14 I highly support the Millennium terminal  
15 project, because it will bring jobs to our area. I  
16 know full well the Department of Ecology will use all  
17 their expertise to look at this project.

18 I know Millennium will use all their  
19 expertise to do what's right for the communities of  
20 Longview and Kelso and Cowlitz County. I see  
21 information on their other projects, and that's what  
22 they've done.

23 When you look at the job factor of the --  
24 the fallout of jobs, I think that's an environmental  
25 issue as well. For every manufacturing job, that says

1 we get seven more other jobs, okay?

2 With the seven other more jobs, that makes  
3 life even better in Longview and Kelso. We want to  
4 make sure that we keep trade.

5 As I stated before, our economy in  
6 Longview-Kelso has been hit severely from this  
7 recession. This is a great way to come out of the  
8 recession, by cleaning up a polluted area, which  
9 they're doing, as well as regular jobs for the area.

10 I support the individualized approach for  
11 this particular project.

12 And if I was a slogan master, I was looking  
13 at this, and I was saying, you know, Be a sport, let  
14 'em export. Or, It's time to hook up Longview.

15 But I think the right way to say this is not  
16 a Millennium terminal. This is a Millennium beginning  
17 for the city of Longview.

18 MR. JOHN WHITE: Thank you.

19 3565. 3565.

20 SPEAKER 16: Good evening. My name is Don  
21 Orange. I own Hoesley Automotive in downtown  
22 Vancouver.

23 Hoesley's been serving downtown Vancouver  
24 for about 67 years, since 1946. Our motto is that we  
25 are earth friendly and budget smart.

1           One of the things that our business has done  
2 in conjunction with other people in our neighborhood  
3 is to move toward hybrid cars, to move toward solar  
4 panels on our business, to move toward electric cars.

5           Our -- our small business has spent \$60,000  
6 in the last two years on solar panels and electric  
7 cars, not so that we could compensate for having  
8 diesel locomotives all hauling trains through our  
9 neighborhood.

10           Where I work is a half-a-mile, easy walking  
11 distance from the train track.

12           We need to leave this stuff in the ground.  
13 This is 19th century technology that's being drug  
14 into the 21st century.

15           The people in our part of the country are  
16 buying more electric cars or buying more hybrid cars,  
17 are adapting their lives to try to be good to their  
18 grandchildren. God bless them.

19           God put that dirty coal heap in the earth.  
20 Let's leave it there. Thank you.

21           MR. JOHN WHITE: Thank you.

22           3582.

23           SPEAKER 17: I'm Tom Farnsworth, and I live  
24 in Vancouver, Clark County.

25           And I went to a trail just a couple hundred

1 yards from Bonneville Dam a few years ago that had  
2 been torn, clear-cut and destroyed. And this  
3 represented to me such a horrible protection of our  
4 national scenic area, I couldn't believe it.

5 But it was just over a hill, not visible  
6 from Highway 14 or the parking lot of Bonneville Dam.

7 These shirts, while they say, More exports,  
8 more jobs, should also say, Less air, less future. We  
9 need to protect our future, protect this planet.

10 And please, don't export more coal to be  
11 burned poorly.

12 MR. JOHN WHITE: Thank you.

13 We'll go ahead and draw five more numbers.

14 UNIDENTIFIED STAFF MEMBER: 3498. 3640.  
15 3639. 3635. 3636.

16 MR. JOHN WHITE: 3599.

17 Okay. Is there a 3599 in the cue here?

18 Okay. 3603.

19 Okay. Would you come on up and get in the  
20 cue. Let's take 3603 right now.

21 Come on up, young lady.

22 And Jim, would you help this young lady  
23 here. Thank you.

24 Come right on up.

25 SPEAKER 18: Okay. Hi. My name is Teresa

1 Goustofson.

2 I may be young, but I am aware of all these  
3 changes. We may not know why they're trying to do  
4 this in my class. But I don't understand why they're  
5 trying to create jobs, yes, but damaging the  
6 environment.

7 We already lost one-third of our topsoil,  
8 and we're losing more of it every day. How can you  
9 even consider losing our planet? I just don't  
10 understand that.

11 But as a VSA student, with personal  
12 (unintelligible), I feel that I should be up here  
13 telling my opinion. Because every vote counts; right?  
14 So why not voice my opinion, when I turn 18 this  
15 February? So yeah.

16 MR. JOHN WHITE: Thank you.

17 Okay. 3599.

18 SPEAKER 19: Thank you for this opportunity,  
19 and thank you for being here. My name is Carol  
20 Anderson. I live in Clark County, and probably only a  
21 hundred yards from the railroad tracks.

22 I'm asthmatic. I developed this in my  
23 middle-age years. In my neighborhood there are not  
24 only older people like me, but children. And some of  
25 those children have asthma as well.

1           We will be directly affected by the coal  
2 dust that comes up. And even though I have almost  
3 become a shut-in at times, that will permeate and seep  
4 into our house. It will also be in the garden, the  
5 vegetables that we grow, and all the rest.

6           This coal is going to go to Red China.  
7 China is the worst-polluting country in the world.  
8 They will burn this coal. And we'll not only get it,  
9 but it's coming by on the trains. But after they burn  
10 it, it's going to blow right back up over onto us  
11 again. So we'll be able to get a double whammy.

12           It is your responsibility to realize that,  
13 as others have stated, coal is about the -- is the  
14 oldest source of energy that we have. We have so many  
15 better sources. And they will provide jobs as well.  
16 We do not need this polluting effort.

17           And it will impact streets, safety, besides  
18 all the health issues and noise pollution.

19           We ask you for your consideration of all of  
20 these factors.

21           Thank you very much.

22           MR. JOHN WHITE: Thank you.

23           Be careful of the stairs there. They're  
24 kind of wobbly.

25           3879.

1           SPEAKER 20: Thank you for giving me the  
2 chance to speak today. My name is Beth Marshall. And  
3 I live with my husband, Richard, in downtown Camas.  
4 Our home is one-and-a-half blocks from the railroad  
5 tracks.

6           I taught music for 19 years in Battle Ground  
7 District, and I directed church choirs for over 30  
8 years. Music is a big part of my life. My email for  
9 many years was grandmamusic.

10           For the last 20 years my favorite sound has  
11 been the rich baritone voice of my husband. But about  
12 a year ago Richard was diagnosed with pulmonary  
13 fibrosis, a degenerative lung disease. He's now down  
14 to 65 percent lung capacity.

15           We don't know what caused Richard's disease,  
16 but we know darn well that any amount of toxic coal  
17 dust, dust that contains mercury, lead and arsenic,  
18 and huge increases in diesel exhaust, exhaust that is  
19 widely known to cause and exasperate all kinds of  
20 respiratory conditions, we know these pollutants can't  
21 be good for my husband's lungs.

22           I don't want coal dust coming anywhere near  
23 Richard's lungs. I don't want our music to stop.

24           We also have ten grandchildren that live in  
25 Clark County. And I know there are hundreds more,

1 thousands more grandkids that live in rail communities  
2 all the way from Montana to Longview. These kids need  
3 to be protected.

4 And I strongly urge you to consider health  
5 and environmental impacts all the way from mine to  
6 port. The sound of coal trains is definitely not  
7 music to my ears.

8 Don't believe the paid-for PR from these  
9 coal companies, that sometime, somehow coal exports  
10 are good for our community. The coil proposal is a  
11 bad idea for Camas, a bad deal for Clark County, and a  
12 bad deal for the whole state. We can do better.

13 Thank you.

14 MR. JOHN WHITE: Thank you.

15 While 3729 is coming up, at six o'clock  
16 we'll be having four more elected officials. So I  
17 would ask those elected officials who have signed up  
18 to come down, please. And make sure you're in the  
19 front row, so we can be expeditious. Those would be  
20 Kate McBride, Laurent Picard, Mark Anders and John  
21 Brown -- Braun. Thank you.

22 SPEAKER 21: My name is Marjorie Kircher.  
23 And I want to thank the Washington Department of  
24 Ecology for planning a health impact assessment for  
25 the Gateway Pacific and Bellingham project.

1           And I request that you do the same for the  
2 Longview terminal, cumulative health impact assessment  
3 that includes a public scoping process.

4           I'll tell you why that's important to me.  
5 I've worked as a pediatric occupational therapist in  
6 special education here in Vancouver for over 25 years.  
7 We in public education have witnessed a profound  
8 increase in the number and severity of children per  
9 capita with neuro-developmental disorders, such as  
10 autism, attention deficit, hyperactivity disorder,  
11 learning disabilities, mood dysregulation and  
12 cognitive delay.

13           The Center for Disease Control and  
14 Prevention collaborates this increase in their recent  
15 counts of pediatric disorders on their website. I  
16 have a cite for that.

17           This is likely due, in part, to increased  
18 exposures to neurotoxic chemicals in the environment.  
19 Particulates from diesel exhaust have recently been  
20 associated with attention deficit, hyperactivity  
21 disorder and autism. That's brand new research.

22           Coal dust contains many heavy metals, such  
23 as arsenic, mercury, cadmium and lead, as mentioned,  
24 which can cause permanent damage to the developing  
25 nervous systems and embryonic and young children, even

1 at low levels.

2 It's well known that coal has already  
3 spilled into the Columbia River from trains currently  
4 en route to British Columbia. An enormous increase in  
5 our local population's exposure to neurotoxins,  
6 supplied by coal dust and diesel particulates from a  
7 lot more trains, will predictably increase these  
8 disorders in children.

9 This will be at a large cost to our society.  
10 It creates jobs for special education professionals,  
11 and ultimately, long-term care facilities.

12 The American College of Obstetrics and  
13 Gynecologists, together with the American Society for  
14 Reproductive Medicine, has just released a statement  
15 linking adverse reproductive and -- please study the  
16 health impacts.

17 MR. JOHN WHITE: Thank you.

18 Okay. Kate McBride, city council member  
19 from the City of Hood River.

20 SPEAKER 22: Good afternoon. My name's Kate  
21 McBride, and I'm a fourth-generation gorge area  
22 resident, and represent Hood River city council.

23 The council signed a very strong resolution  
24 opposing any coal transportation through the gorge in  
25 April 2012. I have a copy of the resolution that I'll

1 leave with you.

2 Coal transportation will threaten the safety  
3 of our residents and put large strains on our City's  
4 budget. Sparks from trains and additional coal dust  
5 on or near the railroad tracks will cause more  
6 wildfires in the gorge.

7 Our emergency personnel are not trained,  
8 equipped, or funded to handle this type of disaster.

9 The unique topography that causes strong,  
10 gusting winds happens because of wind hitting the  
11 Cascade Range and funneling through the Columbia  
12 River. It makes it a haven for wind surfers and  
13 kite-boarders. This is also what makes coal shipments  
14 in the gorge a disaster waiting to happen.

15 I have with me three wind charts from this  
16 summer showing the wind gusting between 38 and  
17 42 miles an hour at the base of Cook Underwood Road  
18 and Highway 14 in Washington. These are not  
19 occasional happenings in the gorge.

20 In fact, during June and July of this year,  
21 we had 43 days that the wind averaged 25-plus miles an  
22 hour. 26 of those days were 30 miles an hour or more.  
23 25 days it blew for 20 hours out of 24 hours with an  
24 average speed of at least 25 miles an hour.

25 This is why the coal is blowing off of the

1 trains now, and this is why it is nearly impossible to  
2 fight fires in the gorge in the tinder-dry summers.

3 An environmental study to learn what the  
4 consequences of these disasters could be in the  
5 national scenic area should be done. Train and coal  
6 companies should be held liable if any fire-fighting  
7 costs or damage are done as a result of these  
8 disasters.

9 I'm also urging the governors of both states  
10 to use the power the people have given you to stop.

11 Thanks.

12 MR. JOHN WHITE: Thank you. Do you want to  
13 leave that with me?

14 Laurent Picard, council member from the City  
15 of Hood River.

16 SPEAKER 23: Thanks for having me.

17 My name is Laurent Picard. I've been a city  
18 councilor in Hood River for nine years and been a  
19 Portland firefighter for 17 years.

20 I'd like to talk about some safety and  
21 emergency response problems that will happen as a  
22 result of train traffic in the gorge, if the Longview  
23 terminal is approved.

24 Train traffic from Longview will cause  
25 increased wait times of 40 to over 90 minutes per day

1 at gorge train crossings. In many gorge communities,  
2 large parts of town are cut off from emergency  
3 services while trains are passing through.

4 Imagine you are a tourist enjoying the  
5 waterfront park in Stevenson. You have a sudden onset  
6 of severe, pressing chest pain. You have a heart  
7 attack, and you call 911.

8 After ten minutes, you wonder what is taking  
9 the EMS so long to reach you, as you struggle to  
10 breathe. Meanwhile, the ambulance is stuck at a  
11 crossing because of a 1.5-mile-long coal train.

12 The same applies to fire response. With  
13 modern building materials, fires can literally  
14 quadruple in size in five minutes. As a result, fast  
15 response is more crucial now than ever, especially in  
16 small communities with limited resources.

17 Speaking of small communities with limited  
18 resources, that brings me to the second issue I'd  
19 like to talk about, coal train derailments, and coal  
20 train embedded fires. In the last two years there  
21 have been 42 coal train derailments in the U.S. and  
22 Canada.

23 Train-ignited fires were also a problem.  
24 These fires will be even more dangerous with the  
25 highly flammable dust that accumulates around the

1 tracks of coal trains.

2 A derailment or a fire would stress a  
3 department the size of Portland's or Vancouver's. In  
4 a small gorge community it could be potentially  
5 catastrophic, paralyzing emergency services in the  
6 entire region.

7 So I'd ask you to please consider the  
8 effects of approval of the Longview terminal on the  
9 emergency response capabilities of small gorge  
10 communities, who are struggling to protect their own  
11 citizens.

12 Thanks very much.

13 MR. JOHN WHITE: Thank you.

14 Mark Anders, commissioner with the Port of  
15 Chehalis, Lewis County.

16 SPEAKER 24: Thank you for the opportunity  
17 to address you tonight.

18 What we ask is, as a commissioner, and  
19 dealing with business development, bringing in jobs,  
20 that certainly is an important thing.

21 But another job that I have, I'm an engineer  
22 as well. And what we ask this group to deal with is  
23 facts. We talk about fires by railroad lines. Where  
24 are the facts? We talk about coal dust. What are the  
25 facts? What really does come off of a car? What are

1 the real impacts? What's really happening?

2 And that's all we ask as business  
3 development people is that we look at the facts. We  
4 look at reality.

5 It's easy to get emotional. It's easy to  
6 talk about all the kids, and all this, and all the --  
7 all of these things like that. But what are the real  
8 facts?

9 And we ask you to apply good science, good  
10 facts, and you look at the reality of this situation.

11 Thank you.

12 MR. JOHN WHITE: Thank you.

13 Finally, John Braun, State Senator for the  
14 20th District.

15 SPEAKER 25: Hi. My name is John Braun.  
16 I'm state senator from the 20th District. That's  
17 South Thurston County, Lewis County, Cowlitz County,  
18 and North Clark County.

19 I also served as a Chair for the Trade and  
20 Economic Development Committee. And that -- as such,  
21 my main focus is the economy and jobs.

22 The Millennium terminal -- terminals provide  
23 an opportunity to strengthen our economy through  
24 expanded export activities, and to create jobs.  
25 Securing these types of large, private investments now

1 will help set the foundation for our state's future  
2 trade and export industry.

3 Washington is still struggling economically.  
4 And I believe we must create a business climate that  
5 encourages job creation and economic growth. The  
6 Millennium terminals will bring new investments needed  
7 for our economy.

8 I urge you to conduct an individualized  
9 review of the Millennium terminal facilities. The  
10 regulatory burden of a global review would burden our  
11 state's existing and future export investments by  
12 setting a dangerous expectation to all export  
13 expansions, from agriculture to airplanes, would be  
14 subject to the same review.

15 We cannot afford this type of regulatory  
16 precedent. New investments, like these facilities,  
17 benefit our entire trade industry, by making  
18 Washington more competitive -- a more competitive  
19 trade hub. In doing this, they improve our ability to  
20 invest in education and infrastructure as the key to  
21 our future.

22 I encourage you to move the authorization of  
23 this facility forward in a timely manner.

24 Thank you.

25 MR. JOHN WHITE: Thank you.

1           While we've got a pause here, we're going to  
2 go ahead and draw four new numbers.

3           UNIDENTIFIED STAFF MEMBER: 3515. 3831.  
4 3652. 3552.

5           MR. JOHN WHITE: If you have one of those,  
6 we'd appreciate you making your way to the front of  
7 the room.

8           And 3808, you are up, sir.

9           SPEAKER 26: Thank you for giving me the  
10 opportunity to speak today. My name is Richard  
11 Marshall, and I live in downtown Camas.

12           My wife, Bev, who spoke just a moment ago, a  
13 little fireball. And I live a block-and-a-half from  
14 the railroad tracks.

15           We're very concerned by this coal export  
16 proposal and the vast number of unprotected coal  
17 trains that will have to run through our community and  
18 neighborhood. We strongly urge you to consider the  
19 negative environmental, health and subsequent economic  
20 effects, including reduced property values on our  
21 community, and all the rail communities from mine to  
22 port.

23           In our neighborhood we've seen a number of  
24 owner homes and businesses that have been renovated.  
25 Thousands of dollars are being invested in downtown

1 Camas.

2 We are very concerned that when people  
3 realize they could be impacted by toxic coal dust  
4 containing mercury, lead and arsenic, a huge increase  
5 in diesel exhaust, and a big increase in noise at  
6 blocked intersections, that investment will stop, and  
7 our neighborhood will go into decline.

8 For many people living near the tracks,  
9 their homes represent the bulk of their entire life  
10 savings.

11 My dad worked for Clark Public Utilities for  
12 25 years as an electrical engineer. He'd be very  
13 excited that we just used a beauty program to install  
14 the new super-efficient Douglas heat pump in our old  
15 pump. The heat is great, and we're using only about  
16 one-third of the energy as our old system.

17 Why aren't we exporting heat pumps or solar  
18 panels or LED lights? We could do better.

19 Thank you.

20 MR. JOHN WHITE: Thank you, sir.

21 3498. 3498.

22 SPEAKER 27: Thank you for the opportunity  
23 to testify. My name is Rebecca Fisher. I'm a native  
24 of Billings, Montana, but I currently live in  
25 Clackamas County.

1 I'm also a member of Northern Plains  
2 Resource Council, a nonprofit that organizes Montana  
3 citizens to protect water quality, family farms and  
4 ranches, and Montana's unique quality of life.

5 I know firsthand the impacts of coal from  
6 growing up in Billings. In the 1980s Billings had the  
7 highest levels of sulphur dioxide pollution in the  
8 nation. This was directly from the combination of a  
9 coal-fired power plant and a number of refineries in  
10 the valley.

11 When I was in seventh grade, I decided to  
12 run cross-country. I found out quickly that it was  
13 extremely hard to breathe, and I was diagnosed with  
14 asthma, which I still have today.

15 Before I moved to Portland, I worked three  
16 blocks from the train tracks in downtown Billings. I  
17 could see every day impacts from the existing  
18 trainload of 25 per day. With an increase of an  
19 additional 44 trains per day, our downtown would be  
20 completely divided.

21 The only underpasses in the area are low  
22 clearance and frequently flooded. Therefore, Billings  
23 would have to bear the cost of any infrastructure  
24 improvements to the area. This does not even begin to  
25 calculate the health cost from increased diesel

1 emissions and coal dust.

2           Sadly, the situation of Billings is not  
3 unique. There are dozens of small towns across  
4 Montana that will face similar impacts. That is why  
5 it is essential that the scope of the environmental  
6 review extends beyond the border of Washington.

7           These trains don't materialize at the  
8 border. They come from coal mines in Montana and  
9 Wyoming and clog our communities the entire way. We  
10 face real impacts and deserve a real voice in the  
11 process.

12           I urge you, again, expand the scope of the  
13 study. Look at the big picture. And then you may see  
14 the costs vastly outweigh the benefits of this  
15 proposal.

16           Thank you.

17           MR. JOHN WHITE: Thank you.

18           3640. 3640.

19           SPEAKER 28: My name's Dick Sheldon. I'm an  
20 Oyster grower from Willapa Bay.

21           The gentleman -- the previous speaker wanted  
22 facts. I'll give him some.

23           The increased acidic conditions in seawater  
24 caused by CO2 has already killed off 75 percent of  
25 Willapa's natural oyster sets. The artificial seed

1 production through hatcheries using seawater is  
2 holding its own. For the oyster growers this year,  
3 it's now already.

4 Our coastal waters have been hit with this  
5 50 years sooner than originally predicted. Shellfish  
6 species, the base of the ocean food change, from smelt  
7 through salmon to whales, are expected to go next.

8 The Long Beach Peninsula and the communities  
9 of the southern Washington coast no longer have a  
10 standard replenishment supply. The supply was cut off  
11 by the building of the Bonneville Dam. Serious  
12 erosion is now claiming portions of this entire  
13 coastline.

14 Sea level rise at only one-half the  
15 predicted levels will take out or make unusable most  
16 of the mass -- land mass, including in our own  
17 intertidal shellfish grounds. All of this is going on  
18 right now today.

19 There's big money and big politics in coal.  
20 This issue has been building for over 200 years. The  
21 difference from the past is that we know better now.

22 This is not a war against coal. It's using  
23 common sense to soften the biggest catastrophe in  
24 human history, when we already know the result if we  
25 don't.

1           The destination of the coal is known. Its  
2 use is known. Its effects of the use is known. And  
3 the tremendous damage to both our coast and globally  
4 is known. Coal export is purely a profit-making  
5 endeavor. The few get richer, and many lose their  
6 land, homes, cities, beaches, livelihoods,  
7 communities, everything, on jobs we feel obliged to  
8 give others.

9           Allowing U.S. coal to fuel the destruction  
10 of our coastal cities and communities is national  
11 suicide. No sane -- no sane citizen would support  
12 this.

13           This community can have a huge impact on our  
14 future decision-making, whether you are overruled or  
15 not. This opportunity has been given you --

16           MR. JOHN WHITE: Thank you, sir.

17           SPEAKER 28: -- to bring this to a national  
18 policy discussion.

19           MR. JOHN WHITE: Sorry. Sir, your two  
20 minutes is up. Thank you very much.

21           SPEAKER 28: Thank you.

22           MR. JOHN WHITE: 3639. Come on up.

23           SPEAKER 29: Thank you. My name is Dixie  
24 Kolditz. I live in Washington County. I'm a mother  
25 of eight and a wife.

1           Just because we're saying that we want more  
2 export and more jobs, that doesn't mean that we don't  
3 care about the environment. But this is about the  
4 jobs that we need in our community.

5           When you're thinking about Cowlitz County  
6 and all those people that live in our areas, we need  
7 jobs. And we're a very trade strong place.

8           So when you think of the regulations that  
9 you're going to put and the precedence that you're  
10 going to set, think of those people that you're going  
11 to be taking the jobs away from. You're going to be  
12 shipping our jobs to Canada.

13           Think of the families you're going to be  
14 impacting, the mothers, the fathers. And when you're  
15 taking the jobs, you're taking our opportunities, and  
16 you're taking our pride.

17           We care about the environment. But we also  
18 care about our families and how we can provide for  
19 them.

20           Thank you.

21           MR. JOHN WHITE: Thank you.

22           3635.

23           SPEAKER 30: Hello. My name is Lynda  
24 Wilson. I'm one of the owners of the local -- a local  
25 manufacturing company, and I'm here representing the

1 National Federation of Independent Business.

2 To start, let's remember that international  
3 trade is responsible for as many as one in four jobs  
4 in the Pacific Northwest, as many as 40 percent of all  
5 jobs in the state of Washington.

6 Let's remember that Washington State --  
7 State's world-class environmental rules have proved  
8 more than adequate for infrastructure projects to  
9 date, and public interest is well-protected by  
10 existing laws. Any changes to existing rules will  
11 inevitably apply to all future prospects in Washington  
12 state.

13 We keep hearing the mantra, Jobs, jobs,  
14 jobs. New regulatory rules will get in the way of  
15 economic growth and those jobs. The three they  
16 propose, there's an estimated 115 million in annual  
17 payroll, and 25 million in annual tax renewal to be  
18 generated -- revenues, excuse me.

19 Nearly 30,000 jobs will be created at the  
20 Longview terminals alone. Washington state and its  
21 citizens need those jobs.

22 Much of the investment of this  
23 infrastructure is coming from the local companies  
24 themselves. But other industries will benefit from  
25 the expansion, like manufacturing and agriculture.

1 With Asia moving away from nuclear power,  
2 they are now building advanced coal plants that use  
3 new technology, dramatically improving efficiency, and  
4 reducing emissions of carbon dioxide.

5 Japan and the rest of the Asia need access  
6 to American coal for their energy use. One must look  
7 to examine to discover the truth. Campbell County,  
8 Wyoming accounts for one-quarter of Powder River Basin  
9 coal production.

10 According to the American Lung Association,  
11 health problems in this area, such as asthma and  
12 bronchitis, are either at or below the national  
13 average. This Association gave that county an A in  
14 air quality.

15 Transfer that to the Columbia River Basin,  
16 where no coal is mined, it received an F.

17 We need the jobs. We need the coal. Coal  
18 is safe, and so is the transportation of it. If  
19 that's clear, let's get these terminals built.

20 Thank you.

21 MR. JOHN WHITE: Thank you.

22 We're going to draw some additional numbers.

23 UNIDENTIFIED STAFF MEMBER: 3672. 3736.

24 3838. 3828. 3681.

25 MR. JOHN WHITE: Again, please make your way

1 to the front of the room.

2 And 3636.

3 SPEAKER 31: Good evening. My name is  
4 Brandon Housekeeper with the Association of Washington  
5 Business. We are the oldest, largest statewide  
6 business association, and we are the state's Chamber  
7 of Commerce as well as the state's manufacturing  
8 association, representing more than 8,100 companies  
9 and over 700,000 employees.

10 I'm speaking today to urge Ecology and  
11 Cowlitz County to adopt a safe standard environmental  
12 review that's consistently been used for other  
13 projects in Washington. You should not require the  
14 study of cumulative impact of greenhouse gas emissions  
15 associated with the transport or use of bulk  
16 commodity, in this case, coal, for use outside of our  
17 state.

18 Washington state's economy is built on  
19 trade. Manufacturers and agricultural producers  
20 depend on access to these markets for their products.  
21 Even within the last few years, port terminal projects  
22 have been proposed for the handling of grain, shipping  
23 of containers, minerals and crude oil.

24 State and local permitting agencies have  
25 never proposed an environmental study of the

1 greenhouse gas emissions associated with the transport  
2 or use of products to Asian markets. The only  
3 exception to this standard was the recent scoping  
4 decision by the State and other coal export project --  
5 on another coal export project.

6 That decision will set a dangerous  
7 precedent, which, in fact, is already being used as  
8 the basis to challenging other projects.

9 The calculation of greenhouse gas emissions  
10 associated with the transport and use of a product,  
11 including coal, has ascended to a host of variables,  
12 different transport routes, final destinations, use of  
13 a product, and regulations including very -- varying  
14 environmental regulations in different jurisdictions.

15 Ecology in Cowlitz County have an  
16 opportunity to correct their recent mistake. The  
17 agency should return to the traditional scope of  
18 review for transportation projects similar to  
19 Millennium.

20 Ecology and Cowlitz County should not  
21 require far-reaching speculative review of greenhouse  
22 gas emissions associated with other transportation and  
23 use of the product from our borders.

24 The purpose of the scope review is to ensure  
25 consideration is significant of severe environmental

1 impacts, and to mitigate where feasible. Expanding  
2 the scope of review beyond existing standard  
3 (unintelligible) benefits for projects.

4 MR. JOHN WHITE: Sir --

5 SPEAKER 31: Thank you.

6 MR. JOHN WHITE: Thank you.

7 3515.

8 THE COURT REPORTER: Excuse me. Can I get a  
9 copy of that?

10 MR. JOHN WHITE: Could we get a copy of your  
11 testimony, sir? We'd appreciate it.

12 When you speak really fast, and it's easy to  
13 do so when you're reading, it's very difficult for her  
14 to keep up. So she may ask you to slow down, or  
15 preferably, if we can get a written copy of your  
16 testimony, then we'd have that as well.

17 So go ahead, sir.

18 SPEAKER 32: Okay. My name's Dave Myers  
19 with Washington State Building and Construction Trades  
20 Council.

21 And you know, we're excited about this  
22 project that's coming up. And -- I lost my notes here  
23 for a second.

24 What we're looking for is a fair evaluation  
25 of the Millennium project, and one that doesn't look

1 at the global aspects or go too far to actually put  
2 too much strain on the project.

3 We support the Millennium terminal, because  
4 it will bring new investment into our trade industry  
5 and protect the 40 percent of Washington -- I'm sorry.  
6 I lost my train of thought a little bit.

7 What we're looking for is a fair  
8 environmental impact study that will show that  
9 Millennium has the project -- has the merit -- I'm at  
10 a loss for words. I'm sorry.

11 Let me collect myself a little bit. Is that  
12 my time or -- so I'm really at a loss for words here.

13 We're looking for a fair scoping process  
14 that will show that Millennium -- the Millennium  
15 project -- I think I'm done here.

16 Thank you.

17 MR. JOHN WHITE: Thank you.

18 3831. 3831.

19 SPEAKER 33: Jaime Case. I'm the director  
20 of St. Luke's ~ San Lucas Episcopal Church in  
21 Vancouver.

22 And I moved here a couple years ago, when I  
23 had the misfortune, if you like, to live on Evergreen,  
24 about two blocks west of Columbia, near downtown. I  
25 love to leave my windows open, and I noticed a black

1 accumulation of filth on my windowsills, which I  
2 cleaned on a regular basis.

3 But I had much more trouble getting it out  
4 of my sinuses every morning, if I chose to sleep with  
5 the window open. And I think that those are directly  
6 related to just the particle emissions from the big  
7 turbines that they use to power the trains.

8 So the idea that somehow more rail traffic,  
9 hundreds more railcars will not create a very distinct  
10 impact on downtown Vancouver, which is where I work,  
11 just absolutely leaves me flabbergasted.

12 I think that from the perspective of my own  
13 tradition, the idea of stewardship of the environment  
14 is still not widely held among some Christians.

15 But we do believe that you look at the whole  
16 world, you look at the entire country, the entire  
17 world, and you think of it as our fragile island home.  
18 And you care for the environment from the largest  
19 perspective possible, rather than going back to the  
20 bad, old policies of yesteryear.

21 Thank you.

22 MR. JOHN WHITE: 3831.

23 Okay. 3652.

24 SPEAKER 34: Hello, my name is Tony  
25 Montgomery. I live right on the railroad tracks.

1 I think it's funny that Millennium wants you  
2 to believe that coal morphs itself onto their site.  
3 It does not. It passes me.

4 The DOE has accepted the responsibility for  
5 reducing toxic threats. Coal and diesel are a toxic  
6 threat to rivers, streams, shorelines, fish, wildlife,  
7 percolation into the seas, harvested edible plants,  
8 pollinating bees, humans, animals, (unintelligible)  
9 creates acid rain.

10 Please study the effects of the passing coal  
11 trains today, and evaluate the damage of the increase  
12 in coal trains if this port is approved. What are the  
13 costs today and future costs of cleanup of deposited  
14 coal particulate as seen along the Columbia River?

15 Please do a complete evaluation of the  
16 shoreline toxins and the toxins present in our marshes  
17 due to the present deposit of coal. And evaluate the  
18 cleanup of the rivers and soils today and in future,  
19 if this port is approved.

20 The air quality program mandates the air  
21 meet certain standards. Coal dust and diesel  
22 particulates are present at my home and others. I  
23 find it on my plants. And I have lost one tree. And  
24 my plants are suffering.

25 It is on my windows and siding. I must wash

1 my home's exterior with a brush.

2 With this on my home, it is certainly in the  
3 air I breathe. Coal dust has very harmful effects on  
4 humans. My allergies have increased, and I am not  
5 able to use my yard as I please, nor can I leave my  
6 doors and windows open. This is a direct violation of  
7 the air quality. And it is ongoing with six trains a  
8 day.

9 This will become deadly if a port is allowed  
10 for coal anywhere in the state, as the trains will  
11 travel past my home to deliver the coal.

12 Please remember, it doesn't morph at  
13 Millennium. It travels in the gorge. I am suffering.  
14 My home is suffering, my animals, my plants.

15 MR. JOHN WHITE: Thank you.

16 3552.

17 SPEAKER 35: My name is Edith Gillis, and  
18 I've been a resident of many towns in Washington and  
19 Oregon, currently in Portland.

20 I'm aware of eight different areas of which  
21 I'd like you to do studies that I have not heard  
22 mentioned at Longview or here.

23 So I only have two minutes, so I'm only  
24 going to mention earthquakes. In the ground, coal and  
25 oil are natural lubricants and shock absorbers. When

1 you remove them, you remove a lot of our safety to  
2 prevent earthquakes.

3 The very act of using sonar waves to find  
4 where the oil is, the very acts of explosions and the  
5 acts of mining, as well as these big, heavy, giant  
6 super-trucks create vibrations in the ground, which  
7 increase the likelihood and the severity of  
8 earthquakes, which become even more likely, when you  
9 don't have the shock absorbers in the ground to reduce  
10 that.

11 In addition to that, when there are  
12 earthquakes, there's a release of different gasses  
13 that are explosive, and that with that, with the  
14 static electricity, and the coal dust is a conductor  
15 of electricity, you're going to have more fires and  
16 more explosions.

17 We have the Cascadia Fault Line off the  
18 Oregon coast. And we have four fault lines in the  
19 city of Portland. On the coal train tracks we have  
20 land that has the maximum amplification of waves,  
21 which is the most severe shocks, and limit  
22 (unintelligible) of the soil. Which means it will  
23 become liquid.

24 When that happens, you're going to have  
25 ruined coal trains.

1           And when you're going to have those fires  
2 with electricity, plus if we have earthquakes in the  
3 area, you're going to have methane or natural gas  
4 explosions from the power lines, et cetera. And  
5 that's going to include more fires, more explosions.

6           And then you're going to have the diesel of  
7 the trains.

8           So what you're going to do is create even  
9 more mini-explosions, more severity under less shock,  
10 and they're going to be more devastating consequence.

11           MR. JOHN WHITE: Thank you.

12           Let's draw five more numbers.

13           UNIDENTIFIED STAFF MEMBER: 3421. 3298.  
14 3660. 3691. 3544.

15           MR. JOHN WHITE: We'd invite those  
16 ticket-holders to come forward.

17           And 3672.

18           SPEAKER 36: Thank you for letting me speak  
19 today. My name is Jared Dubois. I'm a current  
20 resident of Washington County in Oregon. I'm an  
21 environmentalist, but I'm also an outdoorsman. I'm  
22 currently a senior at Portland State University.

23           I have to say, I'm continually shocked by  
24 those opposed to the coal industry. All across  
25 America coal plants are being shut down in a country

1 that holds the largest coal reserves in the entire  
2 world. Again, that's the largest coal reserves in the  
3 entire world.

4 This is happening in the same time when in  
5 other countries, across Europe and Asia, coal  
6 production and consumption are on the rise, not  
7 decreasing, actually rising. And this is true even in  
8 Russia.

9 So according to the Institute for Energy  
10 Research, many of these countries, including China and  
11 India, they're currently not even meeting their  
12 consumption needs and have already been importing  
13 coal.

14 The question I have is why would we choose  
15 not to be competitive and utilize our abundant  
16 resources to help provide cheap energy to our  
17 developing friends and neighbors across the globe? To  
18 me, that is really the heart of the matter of the  
19 situation.

20 Why would anyone choose to deny high-wage  
21 jobs to my generation? My generation has seen an  
22 unprecedented level of radical environmental groups  
23 who seek to deny me and my fellow graduates access to  
24 job opportunities in important energy-related fields.

25 If you have an opportunity to look over the

1 Sierra Club website, they advertised this event today.  
2 They claim that this project is bad, because it will  
3 add noisy trains to the Pacific Northwest. For a  
4 minute I thought they were talking about the trains --  
5 the public trains here in Portland, the transit  
6 trains, which they seem to love.

7 The point is, those noisy trains, they  
8 represent jobs, prosperity, leadership, growth  
9 opportunities, not only for our states, but for  
10 young graduates, like myself. And after examining the  
11 facts and the astonishing market demands for coal  
12 globally, this export terminal will help drive  
13 economic growth and improve quality of life in both of  
14 our states.

15 In closing, we as a community should not be  
16 turning our backs on any kind of investment,  
17 especially one of this magnitude. Frankly, in this  
18 economy, we can't afford to. We must embrace this  
19 opportunity.

20 Thank you.

21 MR. JOHN WHITE: Thank you.

22 Do we have 3298 in the cue here somewhere?

23 It's not marked off. But --

24 Okay. Then 3736.

25 SPEAKER 37: All right. Hello. My name is

1 Mitchell Meacham, and I'm a 16-year-old student at the  
2 Camas High School.

3 Please listen carefully to what I have to  
4 say, as it's my generation, and the generation that's  
5 after mine which will really see the effects of the  
6 decisions that you make here today.

7 The northwest has always been my home. My  
8 father carried me through the trails of the Columbia  
9 River Gorge since I was about six months old. I've  
10 hiked them since I can walk. I hope some day to do  
11 the same with children of my own.

12 But the proposed coal trains, which would  
13 run through our home towns and release their toxic  
14 dust into the air, which we all breathe, makes me  
15 wonder if dreams I have right now can possibly become  
16 a reality.

17 The generation making the decisions about  
18 the Millennium Bulk Terminal is now debating whether  
19 or not to destroy our homes in search of the almighty  
20 dollar.

21 Frankly, it disgust me that any responsible  
22 members of any community could consciously make a  
23 decision condemning their own children and  
24 grandchildren to a world of seas which will rise at  
25 least six feet in the next 100 years, and air so

1 polluted, we poison ourselves with every breath.

2 There's really no reason this discussion  
3 should even be occurring. It's barely a handful of  
4 jobs for the destruction of mankind as we know it.

5 Here I ask you to consider this: What  
6 course of action is responsible, and what course of  
7 action can you tell your children and grandchildren  
8 you took?

9 The facts: The facts are the coal companies  
10 want to ship 44 million metric tons of coal annually  
11 through this terminal alone to Asia, while we get  
12 nothing out of it but a thick layer of black dust over  
13 our beautiful home.

14 The burning of coal is a key contributor to  
15 climate change and is being shipped to China, which is  
16 ranked number one for CO2 emissions at over 23 percent  
17 of global totals.

18 The coal dust will ruin the northwest for  
19 us, and the rapid climate change will destroy the  
20 world for the generations after mine.

21 So I urge the Department of Ecology to not  
22 only look at the impacts of coal on your generation  
23 here, or my generation after, but for all of humanity  
24 worldwide for multiple generations to come. We must  
25 stop this disaster before it can happen, and we must

1 protect the world we all share.

2 Thank you.

3 MR. JOHN WHITE: Come on now. I don't want  
4 to grade you down on your behavior here.

5 3838.

6 SPEAKER 38: Hi. My name is Dave Miller.  
7 I'm a resident of Camas in Clark County.

8 I would like to speak for the wildlife and  
9 habitats of the gorge, especially the wildlife of the  
10 Steigerwald Lake, Franz Lake, and Pierce National  
11 Wildlife Refuges, where I volunteer.

12 My concerns are that wildlife are frequently  
13 killed by trains in the gorge. I've done a number of  
14 GPS surveys along the tracks at the Pierce Refuge, and  
15 in just two-and-a-half miles of track that goes  
16 through the refuge, I found the remains of at least 45  
17 large animals, which were killed by trains, mostly  
18 elk, but also deer, raptors, coyotes, et cetera.

19 Increasing the train traffic will also  
20 increase the amount of wildlife killed by trains.  
21 This project would increase the coal car traffic from  
22 about 87 cars per day to about 960 per day. And if  
23 all of the coal export projects are approved, it would  
24 be about 3,300 cars per day -- coal cars, 38 times the  
25 current coal car traffic.

1           And of course, there are other trains as  
2 well, and which the proposal is for all the trains in  
3 addition to that.

4           Increased train traffic will impede or stop  
5 wildlife migration. Coal dust will impact the refuges  
6 within the endangered western pond turtle. And I urge  
7 you to examine the cumulative effects of all these  
8 proposals.

9           And I brought some pictures. Here is an  
10 elk, which was killed by a train.

11           Another elk. Another elk. Another elk.  
12 Turkey vulture. Another elk. Another elk.

13           A raptor. Another elk. A deer, elk, deer,  
14 et cetera, et cetera.

15           I'll leave this for you to look at.

16           MR. SCOTT KEILLOR: Thank you.

17           Number 3828.

18           SPEAKER 39: Thank you for this opportunity.

19           My name is Kevin Gorman. I'm the executive  
20 director for Friends of the Columbia Gorge. We're a  
21 nonprofit with over 500 members in Washington and  
22 Oregon and beyond. And I speak today on the behalf of  
23 the Columbia River Gorge National Scenic Area.

24           Now, the protection act efforts of the  
25 scenic area, along with sustainable economic

1 development, has led the gorge to be ranked number six  
2 in the world by National Geographic Traveler magazine,  
3 among 133 worldwide iconic destinations. However,  
4 that ranking is now threatened by proposals to double  
5 U.S. coal exports and run them all through the gorge.  
6 What is now iconic, a national scenic area, could be  
7 become tragically ironic as a result of this proposal.

8           Currently, three or four trains with  
9 uncovered railcars traverse the gorge every day,  
10 resulting in tons of coal on our lands and waterways.  
11 Now, right now, this is a violation of the Clean Air  
12 Act -- or Clean Water Act that occurs every day.

13           If this project is approved as is, the  
14 violations will grow exponentially. Lack of  
15 compliance with the federal law must be included in  
16 the scope of the EIS.

17           There are also impacts of transporting this  
18 coal by rail, and the project's impacts include the  
19 direct and indirect cumulative effects of scenic,  
20 natural, cultural, recreational resources.

21           We recommend consultation with the Columbia  
22 River Gorge Commission and the U.S. Forest Service.  
23 We also recommend that you look to the management plan  
24 of the Columbia River Gorge National Scenic Area.

25           In closing, the national scenic area is

1 indeed iconic. If we turn the gorge into the nation's  
2 coal chute, it would be devastatingly ironic.

3 Thank you.

4 MR. SCOTT KEILLOR: Thank you.

5 I'll call five more numbers. And next up  
6 will be 3681.

7 UNIDENTIFIED STAFF MEMBER: 3500. 3466.  
8 3858. 3863. 3673.

9 MR. SCOTT KEILLOR: Please step up. You  
10 have two minutes. Thank you.

11 SPEAKER 40: Good afternoon. My name is  
12 Terry Neal. I live in Washougal, the gateway of the  
13 beautiful Columbia River Gorge.

14 And my hats off to you folks, as you wade  
15 through all this. You've got some heavy lifting to do  
16 in the weeks and months ahead.

17 I'm going to focus your attention on  
18 something that's been mentioned earlier. The  
19 seven-generation-sustainability principal, which is an  
20 ecological concept that urges the current generation  
21 of humans to live sustainably and work for the benefit  
22 of the seventh generation in the future, which is  
23 about 140 years.

24 140 years ago, the year was 1873. If  
25 decision-makers since 1873 had applied this

1 seven-generation principal, we would not be facing the  
2 global warming and environmental degradation that now  
3 threatens our future generations.

4 While the proponents of this coal export  
5 project tout 300 family wage jobs, I don't believe the  
6 short-term business plan is worth the cost that will  
7 be paid by all the neat (sic) things during the next  
8 140 years.

9 You good folks have an opportunity, and I  
10 believe a sacred duty, to ensure that the decisions  
11 you make in the months and years ahead benefit, not  
12 harm, our children, your children and all the neat  
13 (sic) things during the next seven generations.

14 In reference to the use of coal, we should  
15 all be saying, Not in my backyard.

16 Not in my backyard is the whole world.

17 Thank you.

18 MR. SCOTT KEILLOR: Thank you.

19 Number 3421. 3421?

20 Moving on, then. 3298.

21 SPEAKER 41: My name is Brooks Berndt. I'm  
22 the pastor of First Congregational United Church of  
23 Christ in Vancouver.

24 I come to you tonight to speak both as a  
25 father of a two-year-old and as a pastor. As a

1 father, I believe it is my -- one of my  
2 responsibilities to protect my daughter from scary  
3 monsters.

4 And my fear is that we will overlook a very  
5 simple observation. That even a huge, hairy, mean  
6 monster can seem friendly, if we close our eyes and  
7 only pet a small part of it. My fear is that in  
8 considering this proposal, we will close our eyes and  
9 only consider a small part of it.

10 I ask that we open our eyes, take a step  
11 back, so that we can have that broader view. And when  
12 we have that broader view, we'll begin to see the  
13 impact of coal dust on our water and air. We'll see  
14 the impact on traffic, local businesses, emergency  
15 vehicles. We'll see the impact on fishermen. We'll  
16 see the impact on global warming.

17 I ask that we take this step back and see  
18 the broader view. Because then I believe we will see  
19 with an eye of compassion, an eye of justice. And I  
20 imagine that we will even see and imagine what it is  
21 like to see with the eye of God.

22 Thank you.

23 MR. SCOTT KEILLOR: Thank you. Number 3660.

24 SPEAKER 42: My name is Mark Wichar. I'm a  
25 science teacher in Vancouver.

1           Why go backward? We don't drag things  
2 around anymore. We use wheels. We don't grunt  
3 anymore. We use language. We don't hunger anymore.  
4 We use farming. And we don't shiver anymore. We use  
5 clothing and shelter.

6           We don't burn coal anymore. We use solar.

7           Oh, wait. We do burn coal. Why? And why  
8 do we still think of ourselves as self-contained, when  
9 science has proven that all places and all creatures  
10 and all processes are interconnected and  
11 interdependent?

12           Coal holds carbon dioxide removed from the  
13 atmosphere ages and ages ago. Why release that  
14 harmful greenhouse gas, when we have solar power?  
15 Coal is a relic from the past. Keep it there, in the  
16 past, in the ground.

17           Coal export terminals concern every  
18 inhabitant on the planet. It's not just a Longview  
19 matter. Recognize that. Study coal's effects on  
20 Longview and on everyplace near and far.

21           No more dragging things. No more grunting.  
22 No more coal.

23           MR. SCOTT KEILLOR: Thank you.

24           I see that 3691 is not checked in. Do we  
25 have a 3691? Last call.

1 3544.

2 SPEAKER 43: Good evening. My name is Jodi  
3 Gessler Parker. I'm with the Columbia Pacific  
4 Building Trades, and a resident of Clark County.

5 And I understand why people get nervous up  
6 here. I kind of want to -- I want to thank you guys  
7 for providing an interpreter. Thank you.

8 And I find this very confusing, if you  
9 will -- am I correct, confusing? Confused?

10 See. I can't even read sign language.

11 So I want to ask that the individualized  
12 view, just an overview of what's the impact around  
13 Cowlitz County on this. I don't want across America,  
14 across the universe, across wherever. Wherever --  
15 wow, I'm totally blowing it, aren't I? It's a trait.  
16 It's a pattern.

17 Just do the localized view. And I'll tell  
18 you why. I understand that we don't want to step  
19 backwards. But I -- we burn coal to produce energy.  
20 Energy just doesn't happen. The lights -- you know, I  
21 don't have a well of light power that turns on and off  
22 when I -- when I go to turn my lights on.

23 Unfortunately, it's a progress thing. We do  
24 need to -- we do need to, like, find a solution to  
25 this. We are in -- looking to solar. We are looking

1 to wind. We use the hydro. And fortunately or  
2 unfortunately, we do also burn coal.

3 I want us to get away from that. I  
4 guarantee you. Thank you. But in the process, to get  
5 us there, it's just like everything else. We have to  
6 process that.

7 So please do a localized view. I live here  
8 as well. I own a home here. I work here. I'm proud  
9 to be from here. I do want this project to be built.  
10 And I do want those safety perimeters.

11 So thank you for listening. And again,  
12 thank you for providing the hearing interpreter. And  
13 wow. I appreciate it.

14 MR. JOHN WHITE: Thank you.

15 We'll draw five more numbers.

16 UNIDENTIFIED STAFF MEMBER: 3732. 3674.  
17 3836. 3888. 3602.

18 MR. JOHN WHITE: And 3500.

19 SPEAKER 44: Thank you. Marvin Keske, Clark  
20 County resident.

21 I spent my entire career with a  
22 transportation company that supplied the service of  
23 transporting coal. And it was a -- provided a very  
24 good paycheck, put my two children through college  
25 with master's degrees. So my heart is in -- I know a

1 little bit about moving coal.

2 And the Millennium company not only is going  
3 to provide jobs for Clark County, Longview area.  
4 They're going to save the jobs for our country back to  
5 the coal mines in Powder River Basin, which I think  
6 should mean -- we should consider it and mean a lot to  
7 all of us, considering the economy in our country.  
8 It's a big -- it should be a big step.

9 Now, transporting coal is probably -- coal  
10 is probably one of the safest products to transport.  
11 You're not transporting petroleum. You're not  
12 transporting containers that you have no idea what's  
13 in them. We know what's in a coal train.

14 The last thing that happens when a coal  
15 train is loaded is there's a little building there.  
16 And a product is sprayed on top of the coal train --  
17 on top of the load to prevent any coal dust from  
18 leaving the loaded coal train. A 35-mile per hour  
19 wind, while the train is being moved down the track,  
20 the coal dust is not going to escape.

21 Your transportation -- your transportation  
22 companies that'll be moving the coal to Longview have  
23 started this back -- not only yesterday, but they do  
24 move it safely.

25 MR. JOHN WHITE: Your two minutes is up.

1 Thank you.

2 3466.

3 SPEAKER 45: So I think it's really sad that  
4 as environmentalists we can't even say the word,  
5 Nature, anymore.

6 We have this fixation on numbers. Carbon in  
7 parts per million, money lost, time wasted at railroad  
8 crossings, jobs created. If we talk about nature,  
9 it's only in terms of natural resources, its economic  
10 value.

11 Since you all seem to love numbers so much,  
12 here's a few more. 90 percent of the large fish in  
13 the oceans are gone. 80 percent of the world's  
14 forests are gone. 200 species go extinct every day.  
15 That's 1,000 times the natural background rate of  
16 extinction.

17 Environmental pollution accounts for  
18 23 million human deaths every year.

19 The point is, as environmentalists, we are  
20 losing badly. For all our petitions, rallies and even  
21 our lawsuits and acts of civil disobedience, the best  
22 we can hope to achieve is to defend a few of the  
23 remaining wild places for a little bit. Even then,  
24 corporations eventually come and take what they need  
25 anyway.

1           We need to abandon this idea that if we're  
2 just peaceful enough, or if we just use the right  
3 words, the psychopaths in power will voluntarily stop  
4 cannibalizing the planet. I wish that were true. But  
5 folks, read some history. Nobody, not once, has ever  
6 faced up to power and effected meaningful change by  
7 asking nicely.

8           With my future, your children's future, the  
9 future of life on this planet at stake, I think it's  
10 time to change our tactics.

11           We need a movement where the goal is not  
12 simply taking action or raising awareness, but a  
13 movement where the goal is to win. To make a  
14 strategy, to see where we are strong, and they are  
15 weak, and to apply overwhelming force to those weak  
16 points. Where that force is violent or nonviolent  
17 doesn't matter, as long as that force is effective.

18           Which means we can no longer, in good  
19 conscience, condemn people who have the bravery to  
20 conduct strategic militant underground action --  
21 sabotage -- against infrastructure. They have my  
22 support, and they ought to have yours.

23           MR. JOHN WHITE: Thank you. Do you want to  
24 submit that, sir? Just to make sure we get that clear  
25 on the record.

1 SPEAKER 45: Yeah.

2 MR. JOHN WHITE: Okay. Just leave that  
3 right here.

4 3858. 3858.

5 SPEAKER 46: Thank you for taking the time  
6 to be here tonight and to take into consideration the  
7 comments you heard this evening.

8 My name's Terry Smith. I'm from the city of  
9 Portland. I am an environmentalist. But more  
10 importantly, I have been involved in the EIS process.

11 The movement of coal through an area and  
12 it's adjoined -- it's accompanying in coal dust is not  
13 a natural act.

14 When an application is made for a coal mine,  
15 an environmental impact, a valuation is done for that  
16 permit. The fact that you're transporting it and  
17 distributing it through an area while it's being  
18 transported should also be taken into consideration as  
19 part of an environmental impact review of the movement  
20 of that coal dust.

21 In addition, when a terminal is to be built,  
22 there is an environmental review of that as well. And  
23 it is standard operating procedure to look at the  
24 impacts of the traffic implications of the movement to  
25 the terminal -- that the terminal will produce, a

1 standard operating procedure in an Environmental  
2 Impact Statement.

3 And the NEPA and SEPA give that broad  
4 authority to consider these effects that are taking  
5 place.

6 In terms of jobs, I think we all know that  
7 the ebbing and flow of the amounts of job to an area  
8 are due primarily to the general economy of the  
9 country, and that one particular construction of one  
10 project is not going to make an incredible impact on  
11 an economy. But what we need is more sustainable and  
12 broad-minded approaches to improving an economy.

13 Thank you.

14 MR. JOHN WHITE: Thank you. 3863.

15 SPEAKER 47: Hi. My name's Austin. I'm a  
16 student down in Portland.

17 This project is pretty disturbing to me,  
18 just because I feel like it directly threatens my  
19 future. It's -- there's something going on here that  
20 is called a prisoner's dilemma in game theory. Where  
21 we don't want to be the suckers who don't profit from  
22 extractive industry.

23 But really, everyone suffers from these kind  
24 of projects. And I think it's wrong for us to try and  
25 extract our little bit of profit out of it and

1 contribute to the problem.

2 I really think that you need an  
3 Environmental Impact Statement -- I know it's not  
4 legally mandated for nondomestic impacts to be  
5 considered. But I hope that -- a lot of air pollution  
6 on the West coast here is from coal being burnt in  
7 Asia and blowing back over the Pacific. And I hope  
8 that that is considered in the Environmental Impact  
9 Statement.

10 Also I want to bring up that billions of  
11 dollars are being spent every year on maintaining  
12 salmon populations under the Endangered Species Act.  
13 And those salmon populations will be hurt by the coal  
14 dust coming off these trains.

15 And there was that kind of -- that will  
16 increase the costs to the -- to everyone along the  
17 Columbia Gorge in maintaining this population. So I  
18 think that that should be considered as well.

19 And I just want to counter the point that  
20 trains are a safe way of transporting coal. I want to  
21 remember the disaster that was -- recently happened  
22 earlier this summer on the east coast from a train  
23 derailling.

24 And just the catastrophe is hard to think  
25 about. But trains are one of the least safe ways of

1 transporting coal. So I just want to have that on  
2 mind.

3 Thank you.

4 MR. JOHN WHITE: Thank you.

5 3673.

6 SPEAKER 48: Hi. My name is Brett  
7 VandenHeuvel, and I'm the executive director of  
8 Columbia Riverkeeper. I live in Hood River County,  
9 and our organization represents over 3,000 members  
10 that work to protect and enjoy the Columbia River.

11 And I wanted to thank the Department of  
12 Ecology for the thorough review of the collect port  
13 terminal in Cherry Point. And we expect the same.  
14 This project deserves the same for Millennium.

15 Some of the coal supporters were up here  
16 suggesting that coal trains aren't a dangerous way of  
17 travel. And that burning coal in China is not a  
18 problem. And at the same time, they stand up and say  
19 that we don't want you to analyze the impacts of coal  
20 trains or of burning coal in China.

21 That doesn't make any sense. When my  
22 two-year-old tells me not to look in his room, I go  
23 look in his room.

24 The burning coal in China impacts American  
25 families today. There's a -- there's a gauge on top

1 of Mt. Bachelor that measures mercury. And they're  
2 able to trace that the mercury that's coming into our  
3 watershed is coming from -- a large portion of it's  
4 coming from Asia.

5 I feed my -- one of my children only has one  
6 tooth. He's very little and can't eat salmon yet.  
7 But my two-year-old eats a lot of salmon. We eat  
8 salmon from the Columbia River almost every day in the  
9 summer. That fish contains mercury, and it will  
10 contain more mercury from China, if we allow this  
11 project to go forward.

12 The other impact we're feeling today is  
13 climate change. It's real. It's warming up our water  
14 temperature. It's melting our glaciers. And this  
15 will make climate change worse. And America should  
16 not be contributing to sending coal to Asia.

17 We can do better than shipping dirty coal  
18 through our communities. We can do better than  
19 Millennium's lies and false promises. And we can do  
20 better than dirty coal.

21 Thank you.

22 MR. JOHN WHITE: Thank you. We'll draw five  
23 more numbers.

24 UNIDENTIFIED STAFF MEMBER: 3554. 3545.  
25 3654. 3606. 3731.

1 MR. JOHN WHITE: We invite you down.

2 And 3732.

3 SPEAKER 49: Good afternoon and evening. I  
4 am Angela Ehelebe, land use chair for the Woodlawn  
5 neighborhood that is in Portland, Oregon, Multnomah  
6 County.

7 So our association joined with several  
8 others who would be adversely impacted by the proposed  
9 coal trains.

10 Our association voted to oppose train  
11 transport, barge transport, and coal terminals for the  
12 following reasons: Coal dust and nodules blow up  
13 uncovered trains and is extremely hard to remove from  
14 where it falls.

15 Several organic garden nurseries and  
16 commercial nurseries in Woodlawn would have plants  
17 smothered with dust, and greenhouses cloaked with the  
18 dust from the proposed 16 round trips a day.

19 This proposal would potentially ship  
20 44 million tons of coal through our neighborhood.  
21 Some published estimates are that a ton of coal dust  
22 lifts off every train per trip.

23 Your studies should examine the effects of  
24 coal dust on organic and conventional orchards in Hood  
25 River, organic and commercial gardens and nurseries in

1 Woodlawn.

2 A terminal might create some full-time jobs,  
3 but the dust off the trains could stifle hundreds of  
4 businesses. The dust there would build year after  
5 year, day after day, and there are no known preventive  
6 or protective measures.

7 Your study should examine whether there  
8 are -- whether our businesses and neighbors are being  
9 adversely impacted.

10 Our grade school is two blocks from the  
11 train. The line through our neighborhood goes by  
12 sloughs and wetlands that are being painstakingly  
13 cleaned and restored.

14 And we were working with the City to try and  
15 change our train crossing area to a quiet zone. And  
16 this would add more trains, make it harder for people  
17 to sleep.

18 And the line goes by a major Portland water  
19 treatment plant. I doubt they have the budget for  
20 filtering our coal dust from the ponds and pipes.

21 Thank you very much.

22 MR. JOHN WHITE: Thank you.

23 3674.

24 SPEAKER 50: Mike Bridges. I live in  
25 Longview, Washington. And I live about ten minutes

1 from the proposed coal terminal.

2 And I wanted to let everybody know -- sorry.  
3 I'm supposed to be looking at you -- that, you know, a  
4 lot of us in Longview, and including myself, are in  
5 favor of this project. Not only for the direct jobs  
6 that the construction will -- will benefit from. You  
7 know, a lot of people talk about temporary jobs.

8 I'm a construction worker myself,  
9 electrician, also the recording secretary of the  
10 Longview-Kelso building trades. Our jobs are, in  
11 nature, short-term. But you know, that being said,  
12 there are -- our jobs are -- you start, we help you  
13 finish it.

14 So you know, these are jobs that we need.  
15 And this job here in particular, being -- this  
16 Longview project is the kind of jobs we look for to  
17 kind of jump-start our apprenticeship programs.  
18 Again, we haven't been able to get people started  
19 because of the economy.

20 And with these kind of jobs, we'll have  
21 opportunities for our apprenticeship programs. And  
22 these are entry-level positions that people, like the  
23 young man that came up here earlier, that are maybe  
24 freshmen and sophomores in school right now, that will  
25 be able to start on a project like this. Or maybe

1 indirectly work for -- at another job that is now in  
2 Longview because of Millennium.

3 So this is a job creator. And you know, I'd  
4 like to see the environmental impact study be -- be  
5 done right.

6 I'm also an environmentalist. I'm an  
7 outdoorsman. I live there. My kids go to school  
8 there. I'm sure you guys will do a great job. But we  
9 need this project.

10 Thank you.

11 MR. JOHN WHITE: Thank you.

12 3836.

13 SPEAKER 51: My name is Charley, and I live  
14 in the Columbia River Gorge. It's my home. The trees  
15 and the rivers and the mountains are a part of my  
16 home. And I consider them part of my family.

17 I'm 15 years old. But I'm standing here  
18 right now, because I don't like the fact that fossil  
19 fuels are being extracted from the ground, shipped  
20 through the gorge, burned in factories and then  
21 polluting the world.

22 I care about the long-term health of this  
23 planet, and not short-term greed and satisfaction.  
24 Coal will not last forever. So why are we ruining the  
25 planet for something that will eventually disappear,

1 and all we will be left with are the terrible  
2 consequences of our actions?

3 I care about my future and the world that I  
4 grow up in. I care about the world that my little  
5 sister grows up in. And I care about what happens to  
6 all of the living things on earth.

7 So I stand here, because I want our world to  
8 be the healthiest planet that it can be. Please do  
9 what you know is right in your heart. I am counting  
10 on you, and the children are counting on you. Stop  
11 the coal trains.

12 MR. JOHN WHITE: Thank you.

13 3888.

14 SPEAKER 52: My name is John Boonstra. I'm  
15 Charley's dad. I live in Hood River County.

16 I'm former executive minister of the  
17 Washington Association of Churches and clergy-person  
18 in the United Church of Christ.

19 I'm here because I'm an activist when it  
20 comes to building a healthy, liveable future for my  
21 three daughters. You know, in the midst of the red  
22 shirts, the sea of red shirts, and in the midst of the  
23 waves of blue shirts, I hope we're mindful that there  
24 are unspoken truths that bind the red and blue  
25 together.

1           Everyone here in room wants a prosperous  
2 life and a productive community. Everyone in this  
3 room wants access to living wage jobs. Everyone here  
4 wants to live in a healthy neighborhood. Everyone  
5 here has fears about their future. And everyone here  
6 wants to believe that we can reduce global warming.

7           Those who will profit from a Longview coal  
8 export terminal try to seduce us with divisive false  
9 promises of jobs and wealth. I ask you, would any  
10 worker anywhere, anytime really want a job offer that  
11 shortens the life of his or her children?

12           I urge you, broaden the scope of your  
13 environmental review of this proposal.

14           And be reminded that Mother Earth does not  
15 invite you to merely consider broadening your scope  
16 for an EIS. Mother Earth demands that you recognize  
17 and respect how the planet works. Be mindful that the  
18 planet has its own nonnegotiable climate laws.

19           I urge you not to grant a social license to  
20 any who would profit by violating the laws of Mother  
21 Earth. I urge you to do the morally-responsible thing  
22 as a public environmental body. Insist on a broad  
23 scope for the sake of Mother Earth and for the sake of  
24 her children.

25           Thank you.

1 MR. JOHN WHITE: Thank you.

2 3602.

3 SPEAKER 53: My name is Jim Kroll. I work  
4 in Longview. I'm fire protection for Wayerhaeuser.  
5 And one of the things that I end up doing down there  
6 is plant inspections. And -- I don't speak in public  
7 very often.

8 I do plant inspections. And one of the  
9 things that I do on a once-a-month basis is inspect  
10 the conveyor belt, enclosed conveyor belt that runs  
11 from the fuel (unintelligible) to the surge bin to  
12 number 11 boiler. It's a quarter-mile length. I walk  
13 it one way. I come back. And I walk it the other  
14 way.

15 And what you see before you is a result of  
16 the half-mile walk through a conveyor belt that is  
17 90 percent on fuel and ten percent coal. This isn't  
18 100 percent coal. This is only ten percent coal.

19 But the same outfit says there's absolutely  
20 nothing to fear one way or another. That we can sit  
21 there, and the coal trains, you know, don't emit more  
22 than, oh -- lose ten percent worth of their load  
23 between when they're loaded up in Wyoming and when  
24 they dump it here.

25 And they sit there -- apparently, they

1 refuse to -- from everything I heard today, refuse to  
2 cover them, refuse to tarp them, just like you'd  
3 expect any gravel truck driver, chip truck driver,  
4 yard debris driver, hauling something from their house  
5 to the city dump.

6 I don't want to live in a toilet. I don't  
7 want to live in an ashtray. And I don't think anybody  
8 else does here either. And what I am asking for is a  
9 simple quality of life for all of us.

10 MR. JOHN WHITE: Thank you.

11 We'll draw five more numbers.

12 Just to warn our panel, we're going to have  
13 a news photographer come up on stage and get a couple  
14 shots that way. Because I didn't want you to be  
15 alarmed, there's somebody sneak up on you.

16 Okay.

17 UNIDENTIFIED STAFF MEMBER: 3419. 3657.  
18 3643. 3471. 3495.

19 MR. JOHN WHITE: Thank you. Please come  
20 join us.

21 3554. 3554.

22 SPEAKER 54: Hi. My name is Daeuthen  
23 Dahlquist. I am from Klickitat County.

24 Every day coal runs through our state and  
25 nation. We need to stop that.

1 I, of course, cannot do much. I am nine.  
2 That means people don't take me seriously. They  
3 think, That's just -- that's just a kid. He's small  
4 and can't possibly understand.

5 But I do understand. I understand that this  
6 is about jobs. People want to make money for their  
7 families and their corporations. And I -- I  
8 understand that this is important for food, houses and  
9 our economy.

10 But I also understand something many people  
11 are overlooking. People think that all the good  
12 opportunities are gone. That if we do not allow the  
13 coal trains, we will miss out. But really, the world  
14 changes every second, making new opportunities in  
15 every direction for us to use.

16 With the evolution of time and technology,  
17 things now look nothing like they used to. I am only  
18 nine, but I do not know a world that has cassettes,  
19 VCR's, desktop computers, phones that plug into walls,  
20 dial-up Internet, or the Atari.

21 Time moves on. iPads and tablets are  
22 billion-dollar industries. Cell phones, video games  
23 and MP3 players and wireless technology have changed  
24 the face of our world forever. They are the world of  
25 now.

1 Coal has been around since the 1800s. It is  
2 an old technology that will -- that will not get us  
3 into the future. And its cost is declining. But the  
4 cost of the environment is going up.

5 The EIS statement needs to include the  
6 economic benefits of new energy technology. Solar,  
7 hydro and wind power need to -- need to be -- need to  
8 be --

9 MR. JOHN WHITE: Sorry to cut you off.  
10 Thank you.

11 3545.

12 SPEAKER 55: We are here at this event to  
13 negotiate, not whether we are going to stop poisoning  
14 our air, water and land base, but how much we will  
15 tolerate poisoning it.

16 It's negotiation on the monetary worth of  
17 coal compared to the worth of our children's lungs.  
18 The value of clean drinking water for us and many  
19 other forms of life, when compared with the value of a  
20 job. The marketability of the goods that provide the  
21 means for destroying life that were once grasslands  
22 that supported life.

23 Somehow this is the negotiation we are set  
24 to have.

25 I would say I don't understand how we could

1 be so foolish. But Upton Sinclair sums it up better  
2 than I could: It is difficult to get a man to  
3 understand something when his salary depends on his  
4 not understanding it.

5 So the people in corporations in charge that  
6 are benefiting from all this, BNSF, Powder River Coal,  
7 (unintelligible), and others have a situation where  
8 we're negotiating for the right to live, for the right  
9 for our children and grandchildren to breathe clean  
10 air and drink clean water.

11 How is this even under negotiation? Why are  
12 we negotiating with environmental terrorists?  
13 Frederick Douglas once said, Power concedes nothing  
14 without a demand. It never did, and it never will.

15 What is our demand? How much pollution will  
16 we tolerate? Why are we not saying no? There is  
17 power in that word with action. No. No. No.

18 There are people fighting back. From the  
19 tar states to the coal trains, people are fighting to  
20 (unintelligible) in acts of civil disobedience. But  
21 their numbers are few, and they're only delaying the  
22 inevitable.

23 Those of us following the details know that  
24 others are sabotaging key points of infrastructure.  
25 You don't know, and you won't hear about it in the

1 traditional media. Because they want to convince you,  
2 resistance is futile.

3 And it is now already happening.

4 (Unintelligible), May 1st, saboteurs disabled the rail  
5 lines in central Oregon. June 25th, a --

6 MR. JOHN WHITE: Sir, your two minutes --

7 THE WITNESS: -- was burned to --

8 MR. JOHN WHITE: Sir, your two minutes is  
9 up. Thank you, sir.

10 SPEAKER 55: Thank you.

11 Expect resistance.

12 MR. JOHN WHITE: 3654.

13 SPEAKER 56: Hi. My name is Susan O'Hara.

14 I'm Susan O'Hara. And I own a business  
15 called winesnorthwest.com. And it's an online  
16 business that promotes wine country tourism in the  
17 Pacific Northwest.

18 I am greatly concerned about the gorge,  
19 because it's one of the most beautiful wine country  
20 areas in the northwest. To degrade the environment  
21 there will surely be degrading the amount of tourism  
22 that comes there.

23 So we talk about -- I hear people talking  
24 about the jobs this project could create. But I'd  
25 like the EIS statement -- EIS to consider the jobs

1 that it might cost in tourism in the Columbia Gorge.

2 I'd like to remind you that more than 20  
3 years ago the gorge was declared a national scenic  
4 area. And with that came responsibilities for  
5 protecting its quality of environment. Both Oregon  
6 and Washington are partners in that task.

7 And I would like the EIS to be sure to take  
8 into consideration decisions that are made that could  
9 negatively impact tourism, wildlife, human health,  
10 all-around enjoyment and quality of the gorge.

11 Thank you.

12 MR. JOHN WHITE: Thank you.

13 3606.

14 SPEAKER 57: Hi. My name is Cesia Kearns,  
15 and I do work with the Sierra Club. And I'm a member  
16 of John Bay (sic) Local 100 Labor Union. But I'm  
17 speaking only on behalf of myself today.

18 I wasn't going to testify tonight, but there  
19 are a few things that have come up, that I feel like I  
20 must address. And it's basically that the communities  
21 around the world are standing up to fight the coal.  
22 Peabody, Arch and Ambre are telling a lot of lies.

23 THE COURT REPORTER: Okay. Excuse me. You  
24 are really fast. Just go a little slower.

25 SPEAKER 57: I'm very passionate.

1 THE COURT REPORTER: I understand that.

2 Peabody --

3 SPEAKER 57: They're telling a lot of lies.

4 We can't forget that Millennium lied to the  
5 public in Cowlitz County, about how much coal they  
6 intended to ship out of Longview. But among the lies  
7 they are telling is that tearing up (unintelligible)  
8 in our communities here will solve energy poverty  
9 abroad.

10 The coal companies paint themselves as white  
11 knights, asking us to give up our health, our safety,  
12 our beloved places, and our anchor business of the  
13 northwest, under the false premise that we need coal  
14 to keep the lights on, and that poorer communities  
15 overseas who don't have electricity.

16 Meanwhile, wind and solar power are  
17 outpricing coal, is creating more jobs, and is not  
18 poisoning our communities.

19 I've personally been to (unintelligible),  
20 where coal-fired power plants operate and are being  
21 built as a road to families that are misplaced to  
22 build the coal-fired power stations.

23 They're giving up their livelihoods.  
24 They're being forced out of their way of life. Some  
25 of them are being killed. And they are not getting

1 electricity from those power plants.

2 The counties in Appalachia are some of the  
3 poorest places in the country. There is not a legacy  
4 of wealth happening in these communities. Coal  
5 companies create poverty, there, here and other  
6 places. And we should not accept that here.

7 Driving the wealthy communities are not a  
8 legacy of coal companies. They create poverty, health  
9 problems and severe weather and climate disruption.

10 By (unintelligible) the coal companies into  
11 the northwest means gambling with our future. China  
12 has so far surpassed the U.S. in renewable energy  
13 construction, because they know they can't take up our  
14 coal forever, while people in China are also  
15 protesting to them developing new coal-fired power  
16 plants.

17 They are dying from the terrible air quality  
18 there, and that pollution goes back to our shores.  
19 Coal anywhere harms communities everywhere. And those  
20 impacts need to be studied, from mine to rail, port to  
21 plant, in the Longview EIS, in as broad a scope as  
22 possible.

23 Thank you.

24 MR. JOHN WHITE: Thank you.

25 3731.

1           SPEAKER 58: Hello. I'm Don Steinke, a  
2 science teacher from Camas.

3           I was on the Clark County Clean Water  
4 Commission for five years.

5           Every property is regulated and pays a fee  
6 for storm water treatment, even federal. You guys are  
7 in charge of regulating storm water. Except no one's  
8 regulating the coal trains.

9           Coal dust trickles out the bottom of the  
10 cars and is blown off the top. And all of us in Clark  
11 County and Cowlitz County pay to clean up the storm  
12 water made dirty by the coal trains.

13          I think anybody in the audience can sue the  
14 Department of Ecology for not regulating storm water  
15 impacts from the trains, as the Clean Water Act says.

16          So I urge DOE to install railbed monitors  
17 and air quality monitors at multiple locations near  
18 the tracks as part of the scoping process.

19          I urge DOE and Cowlitz County to regulate  
20 railcars that dump on the -- or to require railcars  
21 that dump from the side instead of from the bottom.  
22 And require the railroads to cover and confine their  
23 loads.

24          And now, I urge everybody in the audience to  
25 come to the oil terminal hearing Tuesday,

1 October 29th, Clark College, 6 p.m.

2 Thank you.

3 MR. JOHN WHITE: Thank you.

4 We'll draw five more numbers.

5 UNIDENTIFIED STAFF MEMBER: 3497. 3331.

6 3377. 3629. 3449.

7 MR. JOHN WHITE: Thank you.

8 3419.

9 SPEAKER 59: Thank you for taking my  
10 comment. Thank you for being here. And thanks also  
11 to the interpreters for doing a great job.

12 My name is Audrey deCoursey, and I live in  
13 Multnomah County, in Oregon. I speak tonight deeply  
14 concerned about the coal export terminal we are  
15 discussing.

16 Like some other people of faith here today,  
17 we are wearing purple as an expression of our hope for  
18 a way forward beyond polarization. Because we are one  
19 people, as people of the Pacific Northwest.

20 Specifically, as northwesterners, we know  
21 that it is a false choice between jobs and the  
22 environment. We remember. We have been sold this  
23 false choice before.

24 We don't want to sell out our environment  
25 and our children's health just to be dependent on the

1 fluctuations of a global energy market we do not  
2 control, especially as China strengthens its own  
3 environmental standards.

4 Blue shirts, red shirts all of our jobs  
5 matter. And we can build an economy with jobs for all  
6 of us into the future.

7 I want more jobs here also. I do not want  
8 job growth in emergency medical services or cancer  
9 treatment or spilled (unintelligible).

10 And more deeply, this is not only an  
11 economic issue, but a moral issue of our  
12 responsibility to consider cumulative impacts on  
13 health, drinking water, jobs, quality of life,  
14 scenery, and wildlife throughout our region. Not to  
15 mention this is a failure of imagination to invest our  
16 future in fossil fuels, as my nine-year-old friend  
17 reminded us so well.

18 Let's work together creatively for common  
19 red into a purple future for the Pacific Northwest.

20 Thank you.

21 MR. JOHN WHITE: Thank you.

22 3657.

23 SPEAKER 60: Thank you. My name is Heather  
24 Lehman, and I represent Clark County Clean Air.

25 And we spend a great deal of time, energy,

1 and money on fish and ag-related projects throughout  
2 the entire northwest. Our region and many of its  
3 peoples are identified by their cultural ties to fish  
4 and farming. And we value our coasts and our  
5 waterways highly.

6 As such, we are acutely aware of the burdens  
7 that are already placed on these waterways by existing  
8 development, and find it devastating that we are now  
9 to be held hostage by a project that we already know  
10 will negatively impact the health of our rivers and of  
11 our communities.

12 We already have the data in hand on  
13 increased acidification and climate change. And we  
14 know the causes, too. The major cause is coal  
15 burning.

16 And yet, here we are, still contemplating  
17 increasing coal transport, and burning as if it is a  
18 legitimate enterprise, without adequately addressing  
19 the cumulative impacts on our rivers and all that they  
20 sustain.

21 I fully understand, as a scientist, that  
22 addressing multiple impacts and the interactions of  
23 multiple variables is difficult. But it is the least  
24 that we can do to address the reality of where we live  
25 and how we live, instead of ignoring that reality and

1 placing it in the confines of some box labeled, Legal,  
2 but entirely inadequate.

3 We are literally sickened and exhausted by  
4 the externalities that our communities and environment  
5 have had to carry in the name of energy commerce. And  
6 we ask you to examine all of the costs and risks  
7 associated with this project.

8 We cannot continue to spend massive amounts  
9 of time and money on an already-beleaguered waterway,  
10 while pretending that the impacts on that water system  
11 from coal projects exists somehow separately. To do  
12 so means accepting the inevitable degradation of our  
13 ecosystem. And I will not do that.

14 MR. JOHN WHITE: Thank you.

15 3643.

16 SPEAKER 61: Thank you for hearing my  
17 testimony here today. Arney Davis, I'm chief deputy  
18 treasurer for Lewis County.

19 I'm all about the economy. And I believe  
20 most of the rhetoric that you're hearing today is  
21 designed to play on your heart strings. And while  
22 some of the science may be true, I believe there's  
23 equal science that is false on both sides of the  
24 argument. I'll leave you to sort that out.

25 I believe a solution can be brought together

1 to allow these jobs that will come into and serve our  
2 communities, and still offset any impacts it may have.  
3 And I think you can design the rules and the project  
4 around that.

5 And I believe that we need these -- these  
6 jobs. We've lost timber jobs over similar arguments  
7 from the spotted owl, historically. And I think we  
8 need to focus on the economy. The economy -- and good  
9 healthy economy will resolve a lot of issues, and it  
10 can help fight any environmental impacts.

11 Thank you for your time.

12 MR. JOHN WHITE: Thank you.

13 3471.

14 SPEAKER 62: Good evening. My name is Fred  
15 Rider. I live in Chehalis, Washington. I was raised  
16 in Cowlitz County. I own property in Cowlitz County  
17 and Lewis County.

18 I am the past mayor of the city of Chehalis.  
19 And I'm an unemployed timber worker for many years. I  
20 still am employed but not in the timber industry.

21 I ran a locomotive for years. And we --  
22 hundreds and hundreds, if not thousands of miles I  
23 pulled trains, and not once did I hit an elk or a  
24 deer. So wherever we're talking about the damage to  
25 animals is -- well, I did run over a possum. I

1 apologize for that.

2 But the impact of this is the onus on you  
3 guys to make this decision. And you're to be  
4 applauded for sitting here for all this time,  
5 listening to these comments. But most of them are  
6 passion. And that's just what it is. It's an amount  
7 of passion, and on both sides of the fence.

8 But reality is that you need to do facts and  
9 make the system work. The jobs that this will create,  
10 the scenarios behind making this a viable, workable  
11 enterprise is very important to the economy in the  
12 southwest Washington and the people that live here.  
13 And I would recommend that you look at that and look  
14 at those facts and figures strong and hard.

15 I can't prove this, but I was told that  
16 before those coal trains leave Wyoming, they're  
17 sprayed with a -- something that keeps the dust down.  
18 I also know that I live next to a railroad track, and  
19 I -- lots of coal trains go back and forth. And I  
20 have no coal dust in my backyard.

21 So thank you very much.

22 MR. JOHN WHITE: Thank you.

23 3495.

24 SPEAKER 63: Hello. I'm Brett Malin from  
25 Pacific County.

1           The communities and cities and counties up  
2 and down the Columbia River are heavily unemployed,  
3 and they are looking for economic development. The  
4 industries they want are ones that will give  
5 good-paying, living wage jobs that will keep the young  
6 people in the communities, that will provide an  
7 economic tax base and be around for a time and not  
8 just leave.

9           And the Millennium project provides all of  
10 these things. And it should be encouraged and not  
11 forced to overcome hurdles.

12           Now, I hope in your environmental statement  
13 you will consider that the current way that the world  
14 is, our experiences with coal in this state, and  
15 our -- and humankind's experience with coal throughout  
16 history for centuries, we live -- we have a wonderful  
17 standard of living right now because of coal and other  
18 fossil fuels. 40 percent of our electricity comes  
19 from coal.

20           We're sending this coal over to China. And  
21 this coal allows them to raise their standard of  
22 living so -- enough so that tens of millions of  
23 Chinese no longer starve to death, because the  
24 productivity and standard of living has been raised.  
25 This comes about -- trains right now -- coal trains

1 pass through Washington state, and they hang a right  
2 and go up to British Columbia to go up to China  
3 anyway. We bring these -- that --

4 MR. JOHN WHITE: That's your two minutes.

5 SPEAKER 63: Thank you.

6 MR. JOHN WHITE: Thank you very much. I  
7 appreciate it.

8 34 -- well, let's draw five before we bring  
9 the next speaker up.

10 UNIDENTIFIED STAFF MEMBER: 3409. 3448.  
11 3381. 3295. 3902.

12 MR. JOHN WHITE: Thank you.

13 3497.

14 SPEAKER 64: Good evening. I'm Bill  
15 Schulte. I live in Lewis County. I am a graduate of  
16 Evergreen in the environmental management program. I  
17 was the vice chair of the Southwest Washington Clean  
18 Air Agency. And I'm a Lewis County commissioner.

19 I am very well aware of the SEPA process.  
20 And what we need to do is balance all the issues.

21 We have environmental issues, and we have  
22 economic issues. We don't want the economy to destroy  
23 the environment. We don't want the environment to  
24 destroy the economy. You have to come up with a  
25 balance here.

1           Affordable energy is a cornerstone of our  
2 economy. And if you do away with hydro, coal and  
3 natural gas and nuclear power, the alternatives are  
4 very expensive.

5           We need coal. We need to expand jobs. And  
6 we need to ensure the viability of our local economy.

7           So I am in favor of extending the terminal.

8           Thank you very much.

9           MR. JOHN WHITE: Thank you very much.

10           3331.

11           SPEAKER 65: My name is Leonard Higgins. I  
12 was born in Eugene, and I've lived in Oregon  
13 throughout my life.

14           I love Oregon's natural beauty. Washington  
15 state is also known for its national -- or its natural  
16 beauty, and like Oregon, has a history of stewardship  
17 for its land and people.

18           I'm here today asking you to take a  
19 thoughtful common sense approach in setting scope for  
20 the Environmental Impact Statement. Current and  
21 future generations rely on your careful consideration  
22 of the broad scope of the impacts for the proposed  
23 terminal.

24           In their recent letters, Governors Inslee  
25 and Kitzhaber said, Coal is the major source of global

1 greenhouse gas emissions, and its share is increasing  
2 rapidly. Increasing levels of greenhouse gasses and  
3 other pollutants resulting from the burning of coal,  
4 including pollutants other than CO2 are imposing  
5 direct costs on people, businesses and communities in  
6 the U.S. and around the world.

7           These costs include public health costs of  
8 increased atmospheric deposition of mercury in  
9 drinking water sources, as well as costs resulting  
10 from ocean acidification, rising sea levels,  
11 wildfires, and shrinking snow packs that are the key  
12 sources of water for the western U.S.

13           The latest draft of the U.S. Climate  
14 Assessment includes a letter to the American people  
15 that says, in part, Climate change, once considered an  
16 issue for the distant future, has moved firmly into  
17 the present.

18           Common sense or professional responsibility,  
19 and your responsibility to family and community,  
20 require that you fully consider not only the  
21 significant, direct, local impact of those coal  
22 exports, but also the regional and global  
23 considerations that will have direct impact on  
24 Washington and Oregon families.

25           MR. JOHN WHITE: Thank you.

1 3377.

2 SPEAKER 66: I'm Bob Carroll, a citizen of  
3 Clark County.

4 First of all, I want to applaud everybody  
5 that's here today. This is about community. This is  
6 about showing up. This is about speaking.

7 We all don't agree with each other. I hope  
8 that we can come to consensus on things, though.

9 I'm an electrician by trade. I've been in  
10 construction my whole life. We need jobs here.

11 What I'd really like to see -- I mean,  
12 coal -- coal fires the country quite a bit. I guess  
13 my question is, What are the solutions to not doing  
14 this -- this coal terminal?

15 Number one, China's going to be burning a  
16 lot of dirty coal. The wind blows those -- those  
17 chemicals -- those metals over here. So it would put  
18 clean coal over there for them to burn. It's going to  
19 be better for us.

20 We'll get jobs. But the one thing I'd  
21 really like to see is the pride on a young person's  
22 face when they have a good job, whether it's a  
23 short-time job or a longtime job.

24 We need apprenticeship. We need good wages.  
25 We need families that can live and survive in a good

1 fashion.

2 I hope we can come to consensus on this. I  
3 know I probably can't convince some of you out there.  
4 Maybe I can. But we need jobs. We need industry.  
5 And we need energy. If we don't have energy, we don't  
6 have an economy.

7 Thank you very much.

8 MR. JOHN WHITE: Thank you.

9 3629. 3629.

10 SPEAKER 67: Thank you for sponsoring this.

11 My name is Pierre Provost. I'm here on my  
12 own accord. I have lived here in Vancouver for the  
13 last 20 years, and I work here and live here.

14 I live down by Evergreen Highway fairly  
15 close to the railroad tracks. I'm a physician, and I  
16 work at -- right around the corner at Legacy Salmon  
17 Creek and also at PeaceHealth Southwest.

18 I just want to address some of the health  
19 concerns that have kind of been brought up and  
20 bantered about.

21 And to me, there's very clear scientific  
22 consensus that, you know, having this amount of coal  
23 dust around people and in our water clearly has health  
24 effects. Long-term health effects to wildlife and  
25 also to the people, as far as respiratory issues, and

1 then also other kind of neoplastic types of diseases.

2 One thing also, obviously, one can say that,  
3 you know, this train track is there, and it's been  
4 there for a long time. That impacts me and my family  
5 significantly. I ride my bike along that whole  
6 corridor and breathe the diesel exhaust and the -- any  
7 kind of coal dust that's coming off of there.

8 I also want to say that -- I'm sorry. I  
9 lost my train of thought.

10 Basically, the impact is also not just  
11 local. This clearly has a very clear impact on the  
12 Chinese, on their health.

13 I mean, saying outright that this is going  
14 to bring the Chinese out of poverty -- if anybody's  
15 heard the reports from the air quality in Beijing and  
16 some of these other Chinese cities, it's horrible  
17 because of burning coal. And all of the smoke and  
18 things is coming back and affecting us on down, in our  
19 forests and in our health, also.

20 Personally, I've just had a recent hike, and  
21 I did see in the northwest forest some of the impact  
22 of global warming and some of the acid rain that's  
23 coming out from this -- from the burning of coal from  
24 China, that after we export it, will actually come  
25 back and poison our own forests and our area.

1           So I encourage you to actually look at the  
2 environmental impacts of this terminal.

3           Thank you.

4           MR. JOHN WHITE: Thank you.

5           3449.

6           SPEAKER 68: Hi. My name is Vicki Holman.

7           If shipping coal from Longview is approved,  
8 trains filled with dirty, toxic coal will pass about a  
9 quarter-of-a-mile from my house in the Felida  
10 neighborhood of Vancouver. How long will each train  
11 be? How many will there be each day? How long will  
12 it take each train to pass? How much noise will each  
13 train make?

14           How long will they stop traffic, including  
15 emergency vehicles? What will be the cost to local --  
16 local Cities, Counties and the State of Washington to  
17 accommodate the train crossings? How much of these  
18 costs will be paid by those who profit from the  
19 shipping of coal?

20           Will transporting coal make our country one  
21 of the world's largest exporters of climate-disrupting  
22 coal? How much diesel fuel will be released by each  
23 train?

24           What kind of fuel will be used to move coal  
25 across the ocean to Asia? How toxic is that fuel?

1 What percent of the coal will become dust, which will  
2 spread on the local soil and waterways?

3 Will the local -- will the dust damage my  
4 garden? Will it pollute areas where food crops are  
5 grown? Will it damage the water I drink, the water  
6 livestock drink, the water where fish live, and the  
7 water where other wildlife live and drink?

8 I have asthma. Will these trains make my  
9 asthma worse? Will this cause other people to get  
10 asthma?

11 I live only a block from Falida Elementary  
12 School and Thomas Jefferson Middle School. Will the  
13 children of these schools get sick with asthma or  
14 other illnesses, caused by the exposure to coal dust?  
15 Will they get brain tumors from exposure to diesel  
16 fuel? What diseases are they likely to get?

17 When the coal gets to Asia, and it's burned,  
18 how much of it will blow back to our cities and towns  
19 on the west coast of the United States and into the  
20 ocean that we all share? And what will be -- what  
21 will happen to the cities and people of Asia? How  
22 much of this will attribute to global warming and push  
23 us over the edge in that regard?

24 MR. JOHN WHITE: Thank you.

25 3409.

1           SPEAKER 69: Good evening. My name is  
2 Nansen Malin. And I actually grew up in St. Helens,  
3 Oregon, Columbia County, Oregon, on the Oregon side of  
4 the river. In fact, I lived on the river, had many  
5 pulp trains go by every day.

6           I went off to college, worked a business.  
7 And in the '90s I returned. I actually moved a  
8 manufacturing business back into this community.

9           And now I live at the mouth of the Columbia.  
10 I love it down there, on the Washington side, in  
11 Pacific County.

12           I'm also very passionate about salmon. I'm  
13 on the board of the state's oldest salmon hatchery.  
14 We're a community-run organization in Chinook,  
15 Washington.

16           I want to say that I'm here speaking on  
17 behalf of my position as someone who lives on this  
18 river, returned to the river, like salmon. But also,  
19 I'm the state Director of Americans for Prosperity,  
20 Washington State. And we're concerned with economic  
21 policy.

22           And I wanted to tell you four reasons I'm in  
23 favor of the Millennium terminal. The first reason is  
24 jobs. Washington state, 40 percent of the jobs here  
25 are dependent on trade in Washington state.

1           Second, we need private investment in our  
2 trade infrastructure, which supports small and  
3 medium-sized businesses that make up 85 percent of the  
4 exporters.

5           Third, we need to develop a competitive  
6 trade hub with -- that gives us indirect economic  
7 benefits to the wider community that lives here.

8           And finally, I urge you to conduct an  
9 individual review on the Millennium terminal export  
10 facilities. A global review is unprecedented, and it  
11 would harm our state's existing future -- existing and  
12 future export investments.

13           Thank you.

14           MR. JOHN WHITE: We're going to draw four  
15 more. We're getting towards the witching hour. But I  
16 think we can get eight more speakers in. So --

17           UNIDENTIFIED STAFF MEMBER: 3649. 3648.  
18 3620. 3438.

19           MR. JOHN WHITE: Okay. If you have one of  
20 those numbers, if you can come down expeditiously, we  
21 would appreciate it.

22           3448. 3448. Is that you?

23           SPEAKER 70: My name is Ceres Lehman, and  
24 I'm eight.

25           I do not want to have asthma like my dad. I

1 don't think anyone else should have asthma. We know  
2 that coal-burning is a source of lung disease. It's  
3 harm -- it is harmful to people and -- like me and  
4 everyone else, and especially those who already have  
5 asthma.

6 MR. JOHN WHITE: Thank you.

7 3381.

8 SPEAKER 71: Hi. My name is Mike McDonald.

9 And I'm here to put in the testimony.

10 First off, I'd like to say thank you so much  
11 for taking the time to sit here through this lengthy  
12 process and listen to what everybody has to say.

13 And one of things that I would like to talk  
14 about are some of the economic benefits that a project  
15 like this could bring to our region. It seems that  
16 we've been suffering for quite some time with finding  
17 good work for individuals.

18 Now, from my understanding, a lot of the  
19 jobs that could possibly be created from something  
20 like this, these are the kinds of jobs that are your  
21 longshoreman union workers, which are the kind of jobs  
22 a lot of our area demands. I mean, it's going to have  
23 access to great benefits with high pay, things like  
24 that.

25 And if we're not going to be exporting coal

1 to China, it's naive of us to think that somebody else  
2 won't do that.

3 Now, we can all agree that, you know,  
4 burning coal is probably not the best idea. But it's  
5 what we have right now. It's going to help us be  
6 moving forward to the future.

7 We need to have an energy source that can  
8 bridge that gap to the next step. And we need to be  
9 looking for the next step and not be forgetting that  
10 we are currently working to move forward to projects  
11 like this.

12 So hopefully, we'll get some answers from  
13 this. And I'd just, again, like to thank you for all  
14 your time.

15 Thanks.

16 MR. JOHN WHITE: Thank you.

17 3295.

18 SPEAKER 72: Yes. Good evening. And thank  
19 you for meeting with us all here this evening.

20 I'm Rob Rich, Shaver Transportation Company.  
21 We're the tug and barge lines that serves the Columbia  
22 State River System.

23 We support -- our company supports, and I  
24 personally, as a resident of Clark County, support the  
25 Millennium Bulk Terminal proposal, and support the

1 permitting this terminal for the following reasons:

2           It's currently a utilized, long-established,  
3 deep-shaft grain terminal. At least 73 years it has  
4 functioned as a heavy industrial terminal. It is an  
5 integral part of the vital Longview-Kalama marine  
6 terminal's hub.

7           Evolution of marine transportation in the  
8 Columbia River has seen more and more of our export  
9 activity move towards that part of the river. This  
10 fits in well with that.

11           There is rail service already in place. Is  
12 there need for improvement to that rail service so  
13 that safeguards of the community are brought into  
14 play? Yes, there is some room for that. That's  
15 something that we mentioned earlier took place.

16           The local work force, whether it be Clark  
17 County or Cowlitz County, or our whole southwest  
18 Washington area here, is in need of more family wage  
19 jobs, which, in turn, support local services.

20           The development of secure industrial jobs in  
21 this region is very hard to come by. That is a very  
22 good reason to very carefully look at the scoping of  
23 this terminal. It is a rare opportunity.

24           The lower Columbia River port system has  
25 plenty of room to grow. Currently 1,450 ships are

1 hauling this system. Just ten years ago 2,200 ships  
2 were hauling. There's plenty of room for the ships  
3 that are estimated to be hauling for this project.

4 In closing, we support and have trust in the  
5 established safeguards built into the existing permit  
6 processes of the regulatory agencies tasked with  
7 reviewing this project in order to protect our  
8 communities and waterways.

9 Thank you very much.

10 MR. JOHN WHITE: Thank you.

11 3902.

12 SPEAKER 73: My name is Cathryn Chudy. I've  
13 lived in our county for 20 years. I work as a  
14 therapist with suicidal kids who, if they survive,  
15 deserve a sustainable and healthy world to grow up in.  
16 I'm on the board of the Oregon Conservancy Foundation,  
17 whose mission is to raise awareness of the dangers of  
18 fossil fuel consumption, and to educate people in the  
19 northwest about alternative ways to meet our energy  
20 needs.

21 I submit these comments on behalf of our  
22 foundation. Two minutes isn't long enough to read the  
23 whole thing, so I'll just say that any EIS must  
24 include all the environmental health and economic  
25 impacts of coal mining in the Powder River Basin.

1 Coal trains pour through the Columbia River Gorge and  
2 Pacific Northwest communities, and coal combustion in  
3 Asia.

4 It is also imperative to consider the  
5 collective global impacts of multiple coal export  
6 terminal projects on ocean acidification, acid rain,  
7 mercury emissions and climate change.

8 With all due respect to the gentleman who  
9 spoke of passion versus facts, it is a fact that we do  
10 not exist in a vacuum. What we do here lives  
11 inexorably with what happens beyond the confines of  
12 our location.

13 You have it within your authority, and you  
14 owe it to concerned citizens to expand this study to  
15 encompass the wider impacts that will be felt not only  
16 regionally, but outwardly in the world for centuries  
17 to come.

18 Climate change is upon us. We are its  
19 driving force, and we can no longer ignore the role we  
20 play in the survival of our planet.

21 The price of business as usual is too great.  
22 It can no longer be supported by growth for the sake  
23 of growth, planned obsolescence, and mindless  
24 consumption of resources and goods.

25 The burden for change falls on us all and

1 demands a greater consciousness in the way we live and  
2 protect life on earth.

3 Thank you.

4 MR. JOHN WHITE: Thank you.

5 2609.

6 SPEAKER 74: Good evening. My name is  
7 Shannon Walker, and I'm president of the Southwest  
8 Washington Central Labor Council here in Vancouver.  
9 And I do live here in Clark County.

10 And I do understand the concerns about coal,  
11 and that we need alternative energy forces. But we're  
12 not there yet. We have the wind turbines. We have  
13 the solar. But it's not to a point where it can  
14 sustain our energy needs.

15 So as one of the other speakers had said,  
16 China's going to burn coal. They need the energy.  
17 And if we don't give them a cleaner option, then they  
18 are going to continue to burn that dirty coal.

19 Secondly, I also wanted to say that the  
20 trains are going to come through our area, whether we  
21 like it or not. It's whether we take advantage of the  
22 jobs, whether the jobs stay here and support our  
23 people and our economy, or whether they go to Canada.

24 And I guarantee you, that if we don't  
25 support this coal terminal and the jobs here, they

1 will go elsewhere. And the trains will come through  
2 our area anyway. So I'm in support of the -- of the  
3 coal terminal and the jobs that it will produce.

4 And hopefully, we will find those  
5 alternative energies. And until we do, this is an  
6 option that we have.

7 Thank you.

8 MR. JOHN WHITE: 3648.

9 SPEAKER 75: Howard Shapiro, Multnomah  
10 County.

11 I'm a lifetime union member. And I don't  
12 have to be convinced that my brothers and sisters out  
13 here in the blue shirts need sustainable jobs, jobs  
14 that will last.

15 Goldman Sachs recently did a study on  
16 investing in coal exports. They decided not to  
17 recommend investing in coal exports, because their  
18 findings were that by 2020, the market will begin to  
19 collapse.

20 China just recently has outlawed any new  
21 coal-burning power plants near any of their cities.  
22 They are working towards -- we get most of our solar  
23 panels from China, unfortunately. So they need  
24 sustainable jobs.

25 Now, when this market collapses, saying it's

1 no longer important -- or no longer profitable to ship  
2 coal to China, what is going to happen if this project  
3 is approved? What is going to happen to the mountains  
4 of coal that are sitting in prime port property?

5 There is no cleanup law being required.  
6 There is no Super Fund contribution being required.  
7 And so the companies are going to fade into the  
8 sunset, leaving us to clean up after them. They have  
9 a reputation for this.

10 As an ex-Lane-County planning  
11 commissioner -- Lane County, Oregon -- I realize that  
12 you have an important and almost insurmountable job in  
13 front of you, okay. And this is only the scoping  
14 hearing.

15 MR. JOHN WHITE: Thank you, sir.

16 3620.

17 SPEAKER 76: First of all, I want to say I'm  
18 pro union. And I do know that the (unintelligible)  
19 collective bargaining and that the unions traded the  
20 middle class. But on this I don't agree with them.

21 Please make an all-encompassing  
22 Environmental Impact Statement. There are many things  
23 I want in it. I want to see about 16 trains a day  
24 coming through Longview. I want to get traffic  
25 congestion and how it will affect crossing the bridges

1 and people getting to work, such as places like  
2 Weyerhaeuser do provide family wage jobs.

3 The coal dust. How often do we have to wash  
4 our cars, trucks, houses and buildings? Also, will we  
5 have to get our cars oiled more often or -- you know,  
6 oil changes more often in our cars? So that sounds  
7 kind of dumb, but it's true. We get to ask these  
8 questions in the Environmental Impact Statement.

9 Will our cars needs to be fixed more often?  
10 Coal dust has toxins in it. What does it do to people  
11 with asthma, dry eyes, cancer and other health  
12 effects?

13 What about the noise of 16 trains that  
14 employ the whistle 12 times a day? That needs to be  
15 looked into for what it will do in the state, like  
16 Idaho, comes through Oregon and wherever they're  
17 coming from.

18 What about the Columbia River? Will the  
19 coal export affect shipping and traveling on the  
20 Columbia river? What about the effects on the fish,  
21 the oysters and other species who live near the  
22 Columbia River? Will there be any effect on the  
23 cranberry bogs in the area?

24 Will the coal have an effect on other crops  
25 grown in the area? What will the pollutants in the

1 air do to our air and water quality of life that we  
2 have in our nice, beautiful town?

3 What companies will locate -- will not  
4 locate in Longview because we're exporting coal?

5 MR. JOHN WHITE: Thank you.

6 Our final speaker tonight is 3438.

7 SPEAKER 77: Hello. My name is Alona  
8 Steinke.

9 I worked as an RN for 41 years. For most of  
10 my career I was a pediatric nurse. I cared for many  
11 children with asthma. I remember sadly a beautiful  
12 14-year-old girl who died of asthma as we ran out of  
13 treatment options for her.

14 I have asthma. I am familiar with the  
15 frightening chest tightness and shortness of breath  
16 that comes when the airways are constricted.

17 Coal dust pollutes the air that we breathe,  
18 causing inflammation, chronic congestion and  
19 bronchitis, and more frequent, asthma attacks.

20 It's also more than just the coal dust  
21 that's a problem. Diesel emissions are a terrible  
22 health hazard. The toxics gasses and microscopic  
23 particles of diesel exhaust are drawn deeply into the  
24 lungs. These can cause cancer by creating cell  
25 mutations.

1           Exposure to diesel exhaust also causes  
2 inflammation in the lungs, aggravated chronic  
3 respiratory symptoms, and increasing the intensity of  
4 asthma attacks. The elderly, children, and those with  
5 chronic heart and lung diseases are especially  
6 affected.

7           We've spent millions of dollars in the last  
8 decade to clean up our air in order to protect our  
9 health. Does it seem reasonable, then, to allow a  
10 thousand additional locomotives per week to pull  
11 dirty, leaking coal trains down our scenic Columbia  
12 River Gorge and through our towns, spewing their  
13 poisons into the air that we breathe?

14           Won't the increase in hospital admissions,  
15 ER visits, increased asthma deaths and premature  
16 deaths be extremely costly?

17           According to EPA, roughly, for every one  
18 dollar spent reducing diesel emission, we save four  
19 dollars in health cost. I urge you to perform a  
20 cumulative health impact assessment that includes a  
21 public scoping process.

22           MR. JOHN WHITE: Thank you.

23           Ladies and gentlemen, that concludes our  
24 scoping meeting for Clark County. On behalf of the  
25 U.S. Army Corps of Engineers, the Department of

1 Ecology, Cowlitz County, I thank you. On behalf of  
2 your event folks, thank you for sticking with our  
3 ground rules.

4 I know it's very hard to hear this  
5 passionate testimony and not applaud. So let's give  
6 them all a big round of applause right now.

7 Thank you. And good evening.

8 (The scoping meeting concluded at 8:02 p.m.)

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C E R T I F I C A T E

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2  
3 I, Sinead R. Wilder, a Certified Court  
4 Reporter for Washington, pursuant to RCW 5.28.010  
5 authorized to administer oaths and affirmations in and  
6 for the State of Washington, do hereby certify that,  
7 at said time and place set forth in the caption  
8 hereof, I reported in Stenotype all testimony adduced  
9 and other oral proceedings had in the foregoing  
10 matter; that thereafter my notes were reduced to  
11 typewriting under my direction pursuant to Washington  
12 Administrative Code 308-14-135, the transcript  
13 preparation format guidelines; and that the foregoing  
14 transcript, pages 1 through 136, both inclusive,  
15 constitutes a full, true and accurate record of all  
16 such testimony adduced and oral proceedings had, and  
17 of the whole thereof.

18 Witness my hand and CCR stamp at Vancouver,  
19 Washington, this 15th of October, 2013.

20  
21  
22  
23 *Sinead Wilder*  
24 SINEAD R. WILDER  
25 Certified Court Reporter  
Certificate No. 3227

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