

1 MILLENNIUM BULK TERMINALS - LONGVIEW
2 SEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT

3
4 PUBLIC MEETING - MAIN STAGE

5
6 1:00 P.M. TO 4:00 P.M.

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9
10 SPOKANE CONVENTION CENTER

11
12 334 West Spokane Falls Boulevard

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14 Spokane, Washington 99202

15
16 May 26, 2016

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23
24 Heather Guevarra, CCR

25 Court Reporter

1 SPOKANE, WASHINGTON; THURSDAY, MAY 26, 2016

2 1:00 p.m.

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

5 EVENT HOST: Thank you all for being here.

6 On behalf of Cowlitz County and Washington Department
7 of Ecology, we welcome you to this public forum
8 designed to gather your input on the State
9 Environmental Policy Act Draft Environmental Impact
10 Statement or the SEPA DEIS for the Millennium Bulk
11 Terminals Longview project proposed in Cowlitz County
12 in Longview, Washington.

13 My name is Scott Keillor. I will be your
14 facilitator and hearing officer for today's
15 proceedings. My job is to ensure a safe and welcoming
16 environment for you to provide input on the proposal.

17 We'll begin with a bit of housekeeping and
18 overview of the ground rules, and we'll also hear a
19 short summary on the SEPA process and proposal from
20 Linda Amato. We'll then begin the formal hearing
21 where you'll be able to provide comments to the
22 record, and comments to the record can come in many
23 forms as you will hear tonight, and they will be
24 accepted through June 13, 2016.

25 To my far right, we have our co-lead agencies

1 in this environmental review of the project. I have
2 Ron Melin, Senior Environmental Planner for Cowlitz
3 County, and with the Department of Ecology, Sally
4 Toteff, Southwest Regional Director.

5 We also have here to welcome and assist you
6 additional agency and consultant team representatives,
7 and you'll notice most have tan vests on and name
8 tags, and they can help you with any questions.

9 To begin, I wanted to point out sort of the
10 building exits. They're clearly marked to my right.
11 We also have exits behind and to my left that go into
12 an interior corridor that exits the building. From
13 the lobby which you entered, we have several main
14 exits the way that you entered and, again, back out
15 the corridor and through the right are additional
16 primary doors. You will also find to your left, my
17 right, the men's room and the ladies' room to my left
18 in the lobby.

19 At the welcome table, you will find
20 informational material, and you'll find those same
21 materials, fact sheets, and project boards in the open
22 house area, and that is just to the other side of the
23 partition wall which you can enter at the back of the
24 main venue room to your right.

25 If you would like to speak at the podium here

1 today here in the main venue, be sure that you pick up
2 a lottery ticket at the welcome table in the main
3 lobby. You will still have time to do that. We'll
4 use the lottery system. We'll be projecting numbers
5 on the screen and provide an audible for those
6 numbers, so be watching for that.

7 When your lottery number is selected, if you
8 would like to speak, I'd like you to check in with Kim
9 and she will check your ticket and you will get into
10 the speaker lineup in the order the lottery tickets
11 were called. You'll have two minutes to speak.

12 Also we'll have, at the end of this
13 presentation -- this presentation will begin at one
14 and at five. The open house will go from 12 until
15 nine, and we'll have a break, intermission, in this
16 room from four to five.

17 At the top of each hour, we'll have an
18 opportunity for elected public and tribal officials to
19 speak also for two minutes.

20 Now for the ground rules. The ground rules
21 were developed and are in place to ensure a respectful
22 and non-threatening environment for everyone. The
23 proposal to build a facility that would export coal to
24 overseas markets involves passionate viewpoints and
25 those are held on all sides.

1 So we will strictly enforce the ground rules
2 to keep these procedures running forward in an orderly
3 fashion, keeping safety in mind for all. If the rules
4 are not followed, I will warn participants, can
5 suspend the hearing, or can or may cancel the hearing
6 completely. So I just want to thank you in advance
7 for compliance with these rules.

8 You'll have two minutes, we will use a
9 lottery system for speakers, have officials at the top
10 of each hour. We're not going to tolerate any
11 intimidating behavior. That can include disrupting or
12 preventing a person from speaking. Please, no
13 clapping or cheering, no audible disturbances. If you
14 find yourself identifying with a speaker, you are
15 allowed to raise a ten-by-ten sign or flag, and that
16 is the way we would like to have you express yourself.

17 We do want to hear your comments. So, again,
18 we'll just trust that the proceedings will go as
19 planned and hopefully we won't have any interruptions
20 today.

21 Giving you an overview of the process, I'd
22 like to introduce Linda Amato.

23 MS. AMATO: Thank you, Scott.

24 Good afternoon. I'm Linda Amato. I'm a
25 consultant, part of a consulting team that prepared

1 and managed this EIS process, and I'm going to take
2 the next few minutes to go over the process for the
3 SEPA EIS, as well as talk a little bit about the
4 proposed project. Please bear with me a little bit.
5 I'm not sure if my laser pointer can reach that
6 screen. If it cannot, you can always go next door.
7 We have poster boards with this graphic and someone
8 next door could walk you through what the proposal is
9 if my little handy dandy pointer does not work.

10 So Millennium proposes to construct and
11 operate a coal export terminal. The terminal would
12 receive coal by rail from the Powder River Basin in
13 Wyoming and Montana and the Uinta Basin in Colorado
14 and Utah. The coal would be stored on site in
15 stockpiles, then loaded and transported by vessels via
16 the Columbia River and Pacific Ocean to overseas
17 markets in Asia.

18 At full operation, the proposed project would
19 transport up to 44 million metric tons of coal per
20 year. The proposed project -- let's see if this -- it
21 kind of reaches. I don't think you can really see it.
22 Anyway, the existing rail line comes in this general
23 area (indicating). This isn't really working well. I
24 don't think anybody can see that pointer so I'm just
25 going to read what the components are and, again, if

1 you want more explanation, the folks next door can
2 point it out to you.

3 So the proposed project, what will be built
4 is a rail loop to move trains on the site. The rail
5 loop would have one operating track to move trains and
6 eight loop tracks where trains would be parked.

7 Coal stockpiles would be built or assembled
8 inside the rail loop area, and the coal stockpile area
9 would cover about 75 acres of the 190-acre site.

10 A network of conveyors, transfer stations,
11 and buffer bin to move coal around the site from the
12 stockpiles and trains to the vessels would also be
13 built.

14 Two new docks in the Columbia River. Each
15 dock would include equipment called shiploaders to
16 load the coal onto the vessels.

17 Another component of this project is a water
18 treatment facility to treat surface runoff and process
19 water.

20 This project would have new rail traffic of
21 16 trains per day. There will be eight trains loaded
22 with coal coming into the facility and eight empty
23 trains leaving the facility every day.

24 In addition, there would be new vessel
25 traffic of 840 vessels per year, which would be

1 basically 1,680 one-way vessel trips.

2 So the role of the co-lead agencies, Cowlitz
3 County and the Washington State Department of Ecology,
4 are the co-lead agencies for the SEPA Environmental
5 Impact Statement. The co-lead agencies, the County
6 and Ecology, ensure the SEPA Draft Environmental
7 Impact Statement or Draft EIS was objective and
8 contains factual information and the SEPA process is
9 appropriately followed.

10 Like SEPA, on the national level, there is a
11 federal environmental policy act called NEPA that is
12 also requiring an environmental impact statement. The
13 US Army Corps of Engineers is preparing a separate
14 draft NEPA EIS for this project.

15 So the EIS, what is it? The co-lead agencies
16 hired a third-party consultant, ICF International --
17 that's my employer -- to manage and prepare the EIS
18 process for both SEPA and NEPA. The EIS identifies
19 the project's potential impacts and mitigation to
20 alleviate those impacts, and it also identifies
21 potential unavoidable significant impacts.

22 The EIS timeline, in 2013, summer of 2013,
23 the SEPA, State Environmental Policy Act EIS process
24 was kicked off with the issuance of a Determination of
25 Significance. I'm having trouble seeing that board.

1 I'm sorry. I'm sorry everyone. It's way further away
2 than the last meeting so I can't see the board very
3 well.

4 That Determination of Significance was
5 released on August 9th, and then we issued a scoping
6 period which was the first time for public comments to
7 be received, from August 16, 2013, to November 18,
8 2013. After the close of the scoping period, the
9 co-lead agencies read all of the public comments that
10 were received which were over 215,000 and used that
11 information to develop the scope of analysis for the
12 EIS.

13 So, from November 18, 2013, through June
14 2014 -- excuse me. I'm reading the wrong thing.

15 From November 2013 until April 2016, after
16 the scope was developed, field work, analyses, and
17 technical reports were prepared. The co-lead agencies
18 oversaw that work of the consultants, reviewed that
19 work. Sister state and local agencies as well as
20 federal agencies also reviewed the work of the
21 consultant team and, with that information, we then
22 prepared the Draft EIS which was also reviewed by the
23 co-leads and their sister agencies.

24 On April 29th, we released the Draft EIS and
25 that also kicked off the public comment period, which

1 is where we are right now. So the public comment
2 period runs through June 13th, and then following the
3 comment period, all comments will be reviewed and
4 responses to comments will be developed and new
5 studies, if necessary, will be performed.

6 The SEPA Final Environmental Impact Statement
7 is planned to be published in 2017 at which point the
8 permit process and decisions will occur.

9 Twenty local, state, and federal permits will
10 be required for the proposed projects.

11 Within a Draft Environmental Impact
12 Statement, there are various resource areas that are
13 studied and, for the purposes of this EIS to make it
14 easier for folks to find information, we categorized
15 those resource areas into three areas, the built
16 environment, the natural environment, and operations.

17 So, for the built environment, that includes
18 land and shoreline use, social and community
19 resources, aesthetics, light and glare, cultural
20 resources, tribal resources, and hazardous materials.

21 For the natural environment, we have Geology
22 and soils, surface water and floodplains, wetlands,
23 ground water, water quality, vegetation, fish,
24 wildlife, energy and natural resources.

25 And, in the operation category, the areas

1 that we analyzed in the EIS, rail transportation, rail
2 safety, vehicle transportation, vessel transportation,
3 noise and vibration, air quality, coal dust,
4 greenhouse gas emissions, and climate change.

5 So what does the Draft EIS analysis include
6 and look at? For each of those resource areas that I
7 just read, a number of things were studied and looked
8 at.

9 What conditions exist now for that particular
10 resource, what methods we're going to use or were used
11 to do an impact analysis, how would the proposal
12 impact that particular resource area, and what would
13 happen if this project were not built in terms of that
14 resource area, what could be done to reduce or
15 mitigate any potential impact?

16 So that's the type of material you will find
17 with each of those resource areas in the environmental
18 impact statement. There are various ways to review
19 the Draft SEPA EIS depending on the level of detail
20 that you want to dive into the document. We have fact
21 sheets on most of these resource areas. They are
22 anywhere from three to four pages. You can get them
23 next door in the open house area. We also, of course,
24 have the Draft Environmental Impact Statement. We
25 have a copy for review only next door, and you can

1 download the entire Draft EIS online from the project
2 website. And, of course, there is also an executive
3 summary that you can download if you don't want to
4 read the entire Draft EIS.

5 In addition, online we have all of the
6 technical reports, one for each of the technical
7 resource areas, which I just read, that you can
8 download if you want to get into the technical details
9 of a particular resource area.

10 So what's next? Currently we're in the
11 middle of a 45-day comment period, which runs through
12 June 13, 2016. During the comment period, there will
13 be three public hearings. We had one on Tuesday in
14 Longview, we have today's hearing in Spokane which
15 will go through nine p.m. tonight, and then next
16 Thursday we have a meeting in Pasco at the TRAC
17 Center. So, from now through June 13th, anyone can
18 submit comments online, by mail, or in person at one
19 of the hearings, and you can submit your comments
20 either here in front of an audience or next door. We
21 also have what we're calling the quiet rooms where we
22 have court reporters there to take your oral comments
23 if you don't want to write your comments or you don't
24 want to speak in front of an audience.

25 Once the comment period ends on June 13th,

1 the co-leads, Cowlitz and Ecology, will review all of
2 the comments and decide whether additional studies are
3 needed. The co-leads will then work with my
4 consulting team to respond to comments and to develop
5 the Final Environmental Impact Statement.

6 If you would like more information about the
7 project, we do have a website. It's
8 millenniumbulkeiswa.gov. You don't have to memorize
9 it. It's on every piece of paper, I think, we're
10 giving out at this meeting.

11 Again, you can go to that website, you can
12 submit an online comment, you can download resource
13 area fact sheets, and you can download the Draft EIS
14 as well as technical reports.

15 With that, I'd like to turn it back over to
16 Scott.

17 EVENT HOST: Thank you for that presentation,
18 Linda.

19 Now it's time to get started with the public
20 hearing. Remember that if you would like to speak in
21 this main venue, you need to pick up a lottery ticket
22 and, if your number is called, you will go into the
23 lineup and prepare to present. As you're thinking
24 about your remarks, keep in mind comments on the Draft
25 SEPA EIS may include comments on the accuracy of

1 information, methodologies used, reasonableness of the
2 alternatives, any additional studies, added or
3 additional mitigation measures you might like to see.

4 We're going to start by selecting the first
5 ten lottery numbers at this time.

6 Cesar.

7 CESAR: I'll be reading the last four numbers
8 on each ticket. So first one is 7670, 7578, 7614,
9 7605, 7646, 7624, 7655, 7629, 7526, and 7666.

10 EVENT HOST: Thank you, Cesar.

11 If you do hear your number or see that it's
12 posted, please check in with Kim, we'll get you set to
13 speak.

14 You'll have two minutes. When you start, the
15 green light will come on here at the podium. When you
16 get through 60 seconds, that will begin to flash. It
17 will be an orange light. At 90 seconds, you'll get 30
18 seconds to wrap up, and we do want to provide equal
19 opportunity for all to speak so, when you get the red
20 light, we'll ask you to go ahead and yield the podium
21 to the next speaker.

22 Remember to speak clearly. It's important
23 that you face our court reporter who is doing the
24 recording for the comments and give your name and city
25 or county of residence. If you would like to have

1 that name spelled accurately for the record, you're
2 welcome to write it on the back of your ticket that
3 you will submit to speak.

4 If you really would like more time or you
5 simply prefer to not speak in front of the audience,
6 we have two court reporters in the quiet rooms in the
7 far side of the open house. Clearly you have a number
8 of ways to comment. All comments are treated equally
9 through June 13th.

10 To initiate the formal hearing, I'll need to
11 read some information required for the record.

12 I'm Scott Keillor, the hearing officer for
13 this hearing. This afternoon we will be conducting a
14 hearing on the SEPA Draft EIS for Millennium Bulk
15 Terminals, Longview.

16 Let the record show that it is 1:20 on May
17 26th, and this hearing is being held at the Spokane
18 Convention Center, 344 West Spokane Falls Boulevard,
19 Spokane, Washington.

20 Legal notice of the hearing were published in
21 the Washington State Register on April 29th, register
22 number, 201603266.

23 In addition, notice was provided in the
24 following ways: Mailed notice to just under 6,000
25 interested people, e-mail to 440 people on the project

1 list serve, and a news release on April 29, 2016.

2 In addition, notice was provided in the
3 following newspapers, The Daily News, Longview, April
4 29th and May 10th; The Spokesman Review, Spokane,
5 April 29th and May 12th; The Tri-City Herald, Pasco,
6 April 29th and May 19th.

7 I will call people up. As we said, we
8 appreciate it if you can state your name and your
9 place of residence. You will have two minutes. We'll
10 start with two minutes provided for Wendy Hutchinson
11 of Millennium.

12 SPEAKER 1: I'm Wendy Hutchinson, Vice
13 President of Public Affairs for Millennium Bulk
14 Terminals. We are located at 4029 Industrial Way in
15 Longview, Washington.

16 I first have two comments on the Draft
17 Environmental Impact Statement. First off, we are
18 celebrating that it is done and published, and we
19 appreciate the agencies' work and all of the
20 consultants' work to do that. It is a very thorough,
21 4,000-page document that I expect all of you will stay
22 up late and read, those of you with insomnia problems.
23 Anyway, we are celebrating that it is done, and we are
24 especially happy about two significant things in it.

25 First off, that coal dust is not a

1 significant issue. That is clearly in here. And most
2 importantly that the project will meet all of
3 Washington's strict environmental standards. That
4 will protect our community and environment as well.

5 Opponents have asked a lot of questions in
6 the scoping. We have delivered answers in this
7 document. And, if disparaging remarks continue about
8 dust, they either have not read the study or they're
9 personally misleading.

10 Secondly as well, good news, also that
11 operations on the site will not cause impact to
12 climate change. Some of the modeling showed positive
13 actually on CO2 emissions worldwide. What was of most
14 concern is the precedented study nature of asking to
15 mitigate and end use of a product. That will have
16 ramifications for investment and trade whether you are
17 shipping airplanes or automobiles.

18 We're excited to move forward. We're here to
19 build it right. We believe that we can have good
20 family-wage jobs, and we can protect the environment
21 at the same time. I thank you for listening, I hope
22 we have a lovely eight hours of testimony before us.
23 Thank you.

24 EVENT HOST: Our next speaker, please. If
25 you could provide your ticket to Cesar. Thank you.

1 SPEAKER 2: My name is Judy Avery. I'm from
2 Chattaroy, Washington.

3 I'm glad you're having this at one o'clock.
4 I am a nurse. I frequently can't make these because
5 of shift work.

6 I get to talk to paramedics a lot. As you
7 know, there's already several coal trains going
8 through Spokane. They go through the old Trent
9 Highway and the valley. I see them as I go to work
10 frequently. There has probably already been a
11 fatality because of these trains blocking areas where
12 they're out in the valley. They're low, they don't go
13 high.

14 About a year ago, a man in an airplane was
15 flying, the plane malfunctioned and went down in the
16 river. My paramedic friends told me that they could
17 not get to him because of the trains that were going
18 through. This is a problem.

19 I also want to talk about my land. I live in
20 Chattaroy. I have ten acres. It's beautiful, the
21 creek runs through it. The railroad has easement
22 through my land. I'm not seeing coal trains go
23 through there, but in the last year they have been
24 working on the infrastructure that goes over the river
25 to make it bigger and be able to handle bigger things.

1 I've never seen it worked on before. I'm really
2 hoping that coal trains don't go through my land.

3 I live up there because I love the woods and
4 I love the clean air. And, frankly, if you talk to
5 pulmonologists -- I have to disagree -- the micro
6 particles in coal dust is a problem. I could bring
7 you articles if you wanted to see them about it, so
8 that's what I have to say.

9 SPEAKER 3: Hi. My name is Todd Eklof. I'm
10 a resident of Spokane and the minister of the
11 Unitarian Universalist Church in Spokane.

12 Given that Spokane is the gel point for all
13 train traffic heading west, the proposed Longview
14 export terminal endangers the health, safety,
15 environment, and economy of our community.

16 As I have testified for the record at five
17 previous hearings in 2012, both the World Health
18 Organization and the Environmental Protection Agency
19 reclassify diesel fumes from being a probable to a
20 certain carcinogenic.

21 Trains with multiple engines already sit idle
22 on our tracks most of the day waiting for the line to
23 clear spewing cancer causing particulates into the
24 air. Because of our air inversion, these
25 particulates, which stick to the lining of our lungs,

1 stay in the air we must all breathe including the air
2 that you're breathing right now increasing the rate of
3 respiratory illnesses and cancer.

4 The impact of global warming and climate
5 change is also having a detrimental impact on our
6 local community, including unprecedented heat, fires,
7 and smoke-filled air for weeks on end during our
8 summers. The winter snow pack we depend on for water
9 is also now lighter than it should be and because of
10 our warmer springs is melting three times normal.

11 As our emergency officials has also
12 testified, our community does not have the capability
13 of responding to train derailment or explosion, which
14 would be disastrous for nearby schools, neighborhoods,
15 rivers, and the (inaudible) that is vital to our way
16 of life.

17 Finally, the few coal and oil related jobs in
18 Washington don't compare to the hundreds of thousands
19 of tourism jobs already impacted by hot summers,
20 hazardous air, and short ski season. We also know
21 that even as the dying coal industry and deadly oil
22 industry are declining that clean energy jobs are on
23 the rise today according to the Bureau of Labor
24 Statistics. The number of solar jobs in the U.S. is
25 greater than the number of oil jobs, and the fastest

1 growing occupation in the country is for wind turbine
2 technicians. Clean energy means jobs, and we need to
3 focus our resources on booming industry, not a dying
4 and deadly one.

5 EVENT HOST: At this time, I would like to
6 remind everyone you're welcome to leave your written
7 comments at the table and get a chance to complete
8 your statements.

9 Next speaker, please.

10 SPEAKER 4: Hello. My name is Ken Miller.
11 I'm a member of the board of directors for the Wyoming
12 Infrastructure Authority. I reside in Rapid City,
13 South Dakota.

14 I'm excited to read the DEIS findings that
15 there are no significant adverse impacts on the
16 natural environment in the Longview project area, and
17 that the impacts to the staged rail system in the year
18 2028 with the project proposed train traffic is
19 essentially the same as what the 2013 Wash Dot State
20 Rail Plan projects for the year 2025.

21 I recognize for many oppositions to this
22 project revolves around climate change. I leave the
23 legal aspects and requirements for this facility to
24 mitigate for the end use of this product for others to
25 debate.

1 I would like to focus on the solutions and
2 technology being the key to addressing CO2 emissions.
3 Worldwide, there are a number of carbon capture and
4 beneficial use initiatives in progress. My written
5 statement refers in some detail to the Integrated Test
6 Center and Dry Fork Power Station in Gillette,
7 Wyoming; the National Carbon Capture Center in
8 Wilsonville, Alabama; the Skymine Project in San
9 Antonio, and the NRG Country Railroad Project at the
10 Parish Power Plant near Houston. I refer to these
11 projects as positive examples for private and public
12 partnerships that are solution seeking.

13 With regard to GHG mitigation costs to the
14 project, I suggest that so many projects have used the
15 human mind to provide solutions to our energy
16 challenges. There's a far better approach than
17 punitive requirements. As I said earlier, technology
18 solutions are needed to solve problems with CO2
19 emissions.

20 Further, more than enough study has been done
21 on this environmental review and a Final EIS should be
22 issued in a timely manner. Thank you.

23 SPEAKER 5: Good afternoon. I'm John from
24 Olympia, Washington. I'm here today representing more
25 than 47,000 members of the Washington Farm Bureau and

1 in support of the project that's in review. I want to
2 highlight why we're here.

3 Trade is the life blood for agriculture.
4 We're a 51 billion dollar industry, more than 164,000
5 jobs created to agriculture, 13 percent of the state's
6 economy. Our life blood is trade and depends upon a
7 world class farm to market network which includes port
8 facilities.

9 We deliver the world's safest and best in
10 food supply. To do that, we have to be able to export
11 to whether it be to U.S. markets or to foreign
12 markets, and it relies on a fast-moving network
13 through the port structure.

14 So we're supportive of this facility not
15 specifically because of what it would move, but
16 because it would provide additional port capacity for
17 us in the shipment capacity. Therefore, what we're
18 very concerned about is as we looked at the EIS and
19 how it would affect agriculture is, one, the boat
20 facility. Is the ship going to carry other
21 commodities other than just the one that has been
22 mentioned, but we're also concerned about having a
23 fair, predictable, responsible, regulatory system, and
24 the precedent setting nature of this EIS including
25 what the commodity that happens to be shipped through

1 that facility would be used for and impacts that it
2 might have. That's of great concern to us as we ship
3 lots of commodities bulk, and it became a desire to
4 not have any particular one of our food stuffs
5 shipped. The same principle could apply. So we're
6 concerned about having this system, the SEPA process,
7 be responsible and predictable to allow economic
8 movement of product through our state and to give us
9 that ability. Thank you.

10 EVENT HOST: Thank you for your comments.
11 Next speaker and, after this speaker, we'll select
12 additional lottery numbers. Thank you.

13 SPEAKER 6: Thank you for the opportunity to
14 speak. For the record, my name is Mark Martinez. I
15 live in Tacoma, Washington. I also have the honor of
16 being the president of the Washington State Building
17 and Construction Trade Council representing 70,000
18 construction workers who live in the beautiful state
19 of Washington.

20 My brothers and sisters are your neighbors
21 that build the roads, the schools, the office
22 buildings that we all use every day. The proposed
23 investment of hundreds of millions of dollars for the
24 export facility in Longview is a needed boost to my
25 members in Southwest Washington. Tens of millions of

1 tax revenue during construction and millions of
2 dollars in local taxes during operations would be used
3 for community needs.

4 The developer is not just building a new
5 facility. They are cleaning up a long-term brown
6 field, recycling and/or removing 300,000 tons of
7 material from the site. They're doing the right thing
8 for the community.

9 Make no mistake, our members welcome a
10 transition to a power generation economy that reduces
11 dependence on fossil fuels because we're the folks
12 that actually build the wind turbines and we wire the
13 power for the solar panels, so we're already doing
14 that work.

15 We also understand that this transition is
16 happening. It's going to need fossil fuels into the
17 future because they're going to be in demand around
18 the world to produce the wind turbines and the solar
19 cells that we're going to need.

20 The Washington State Building and
21 Construction Trade Council and its 70,000 members
22 support the Millennium Bulk Terminals Longview
23 project. We believe the Draft EIS is as thorough and
24 complete as possible. It is now time to move onto the
25 final EIS, approve the permits and put thousands of

1 people to work. Thank you.

2 EVENT HOST: Cesar, additional lottery draws,
3 please.

4 CESAR: 7536, 7543, 7618, 7533, 7521, 7657,
5 7562, 7528, 7658, 7560.

6 SPEAKER 7: Good afternoon. My name is Mike
7 Elliott. I was raised here in Spokane. I'm a
8 graduate of both Shadle Park High School and Eastern
9 Washington University.

10 I'm here today on behalf of the Washington
11 State Legislative Board, brother of the Local of
12 Engineers and Trainmen. We represent over 900 members
13 statewide. Our state board was established in 1904
14 and our labor union has a documented presence in
15 Washington State dating back to 1884.

16 We fully support the Millennium Bulk Terminal
17 for Longview, Washington. It's a vital private
18 investment in jobs, community, commerce, and trade
19 infrastructure important to Washington State and our
20 neighboring states.

21 Over four years ago, Millennium began the
22 process to build a modern state of the art bulk
23 commodities export terminal within an existing
24 industrial corridor and on a former aluminum smelting
25 site.

1 Millennium has cleaned up the smelting site,
2 recycled all they could, and demonstrated they're a
3 responsible operator, community partner, and employer.

4 The Draft Environmental Impact Statement that
5 was examined -- that has examined nearly every
6 conceivable aspect of the proposal including rail
7 routes, commodities, and use is unprecedented.

8 The NEPA/SEPA process must be fair, balanced,
9 and timely for all applicants regardless of the
10 commodity.

11 Therefore, we respectfully request the EIS
12 process be allowed to proceed without further delay.
13 Having hauled every commodity on Earth for over 153
14 years, we know the importance of work, job, commerce,
15 and infrastructure.

16 Millennium is the best thing in all of these
17 and should be issued the necessary permits to complete
18 the project. Thank you.

19 SPEAKER 8: Hi. My name is Daren. I
20 represent approximately 250 railroaders, United
21 Transportation Division, Local 426.

22 We would just like to say that we are for
23 this project bringing much needed railroad jobs into
24 Spokane. We represent 250 people. That was about 400
25 a year ago. We kind of lost a lot of business and can

1 use this. We safely and efficiently run approximately
2 40 to 60 trains a day. We don't care what we're
3 hauling. It's all about safety. The coal trains we
4 run just as safely as any other train that runs
5 through here. What we ship is a lower sulfur coal,
6 which is the least harmful to ship overseas compared
7 to the coal that they're burning now, which is very
8 hazardous to the environment. That's all. Thanks.

9 EVENT HOST: Thank you. Our next speaker.

10 SPEAKER 9: I have to carry an inhaler
11 because I have COPD and, every time I see one of those
12 trains come through, I just about have to use my
13 inhaler because all of the damn fumes make it harder
14 for me to breathe. They're actually shortening my
15 life every time a train comes through.

16 I'm also concerned about the fact that so
17 much coal is lost, a pound per mile per car. All that
18 does is make the tracks even worse and makes the oil
19 trains more dangerous than they already are. I really
20 don't like having these damn trains coming through my
21 downtown because every time I come downtown, I have to
22 use my inhaler even more. So, if we can eliminate
23 these trains, I'll be able to come downtown more often
24 but because of all of these trains, I can't come
25 downtown as much as I used to.

1 EVENT HOST: Thank you for the comments.

2 Our next speaker.

3 Just remind everyone, you're welcome to also
4 speak to the court reporters in the open house and get
5 information adjacent.

6 SPEAKER 10: My name is Terry Taylor,
7 Colstrip, Montana.

8 I'm here testifying pro the terminal. I come
9 from a small town in Montana, Colstrip. We're right
10 in the center of coal. Montana has seven percent of
11 the world's coal. We have the largest coal reserves
12 in the United States there. I operate a small Ace
13 Hardware with my granddaughters and my wife.

14 I feel as a nation, we're at a tipping point
15 on where we're headed. Since 2009, we've had 20,600
16 regulations dumped on us from federal mandates, not
17 from legislation. It's bringing our country to a
18 very, very dangerous point. It affects every part of
19 our lives.

20 President Obama wasn't able to get carbon tax
21 legislation passed, so he's using the EPA to continue
22 his war on coal. We have over 90 million people in
23 America not working, dropped out of the labor force
24 but they're not counted because we're still at 5.3
25 unemployment rate in America. One in five families

1 don't have a working member to provide money for that
2 family. Nearly 50 percent of all families receive
3 some sort of government assistance. When are we going
4 to take a stand in creating jobs in America that
5 really produce an opportunity.

6 As a vendor to Peabody Coal, I received a
7 bankruptcy filing last week. Just out of interest, I
8 opened it and went through it. I was amazed there was
9 164 subsidiaries to Peabody Coal in America, 7,000
10 jobs are affected. Thank you very much.

11 EVENT HOST: Go ahead with the next speaker.

12 SPEAKER 11: Good afternoon. My name is
13 George McGrath. I'm a resident of Spokane, and I
14 believe that I represent common sense people in the
15 Spokane area and in the Pacific Northwest.

16 The idea that coal is bad is, again, a pipe
17 dream put on us by government and officials. Coal has
18 been one of the major areas of energy since this
19 country's inception. We weren't always real wise
20 which coal we burned because we burned some dirty
21 coal, but, as we've learned, if we can ship this coal
22 to China, we're going to reduce Chinese emissions of
23 carbon by millions of metric tons per year.

24 So, when you get people screaming and moaning
25 about, oh, I can't breathe right, well, were you ever

1 a smoker? Did that influence how you are able to
2 breathe or not breathe? These are things that I
3 believe are not being considered by the people who are
4 making the decisions.

5 Our elected officials are looking at the
6 very, very fluffy, very nice living of no fossil
7 fuels. That's garbage. I think that what we should
8 all do is look at the old bit of WIIFM, what's in it
9 for me, and I think that we deserve that.

10 It's our tax moneys that are being wasted on
11 a lot of materials, and it's our elected officials
12 that are passing the rules that are wasting our jobs,
13 taking our jobs away from us. We don't have jobs in
14 the Northwest. We need them, and we need jobs in
15 every aspect of the Northwest. We need what would
16 replace timber. Thank you.

17 EVENT HOST: Very good. Thank you, sir.

18 We'll go ahead with our next speaker, and
19 you'll have two minutes. Go ahead, sir. If you could
20 say your name and place of residence.

21 SPEAKER 12: My name is Thomas Gordon. I
22 live in Washougal, Washington.

23 Even under the no-action alternative,
24 Millennium can ship 165,300 tons of coal a year using
25 the (inaudible) ton car. This works out to 1,377 cars

1 yearly.

2 In addition to the dust blown off the coal,
3 rain goes through the coal, drains through weep holes
4 onto the rail beds and makes its way into rivers over
5 time.

6 Research by Dr. Dan Jaffe, University of
7 Washington, shows that on average each coal load loses
8 500 pounds of coal dust en route from the Powder River
9 Basin to here.

10 The DEIS says that coal dust related to the
11 proposed action would not significantly affect the
12 behavior of fish.

13 John Incardona, a biologist and toxicologist
14 in Seattle with NOAA, focuses on polycyclic aromatic
15 hydrocarbons or PAHs. We find these commonly in
16 fossil fuels including coal. It's a very simple
17 matter Incardona explains that if these PAH source
18 goes into the water and gets taken up by the fish, it
19 will be toxic. It doesn't matter if it's coming from
20 coal dust or fuel.

21 PAHs have been connected with liver disease
22 and affect overall reproductive rates in the Puget
23 Sound. Also Incardona's research has shown that when
24 salmon and zebrafish are exposed to PAHs in the lab,
25 their hearts don't develop normally affecting their

1 growth as well as their ability to survive and
2 reproduce.

3 Please choose the no-action alternative for
4 the fish and for us. Thank you.

5 SPEAKER 13: Good afternoon. Thank you for
6 your time and your service to our community, our
7 region, and the great state of Washington. I'm
8 Cheryl, Executive President for the Presbyterian
9 Church here in the Northwest.

10 Our region includes the 44 Presbyterian
11 Church USA churches in North Idaho and Eastern
12 Washington from the Canadian border in the north and
13 including the (inaudible) Reservation in the South.

14 At our last national meeting in 2014, the
15 general assembly expressed by unanimous consent
16 serious concern about the expansion of coal
17 transportation through the Pacific Northwest.

18 I therefore urge you to support the no-action
19 alternative, and I quote from the minutes, The
20 assembly recognizes a regional issue of extraction,
21 pollution, transportation, and export have interstate,
22 national, and global implications both for
23 environmental justice concerns and for global climate
24 disruption and change.

25 Such impacts range from coal dust pollution,

1 diesel particulates, potential derailments, negative
2 impacts on real estate, and public health and safety
3 concerns, to global climate change, sea level rise,
4 acidification of oceans, severe weather events, and
5 the ethical dilemma of profiting from the export of
6 coal and other fossil fuels for use in countries whose
7 environmental and pollution restrictions are less
8 stringent. The general assembly further affirmed the
9 valuation of coal exports involves moral choices.
10 Thank you.

11 EVENT HOST: Thank you for your comments.

12 SPEAKER 14: Hi. I'm Art from Sandpoint,
13 Idaho.

14 As a resident who lives in Sandpoint who
15 lives right next to the railroad tracks used by the
16 coal trains, I'm naturally not too enthusiastic about
17 having more of them shaking our house as they rumble
18 on past.

19 I'm concerned about the pollution of Lake
20 Ponderay and the Clark Board River from the coal dust
21 along the rail route and the derailment of coal
22 trains.

23 We will also have much worse traffic delays
24 since everyone here has to cross railroad tracks to go
25 anywhere. This includes emergency vehicles.

1 I could tolerate increased train traffic if
2 it were for a good cause, but not for building a
3 terminal to export coal to Asia so they can have more
4 pollution and make climate change that much worse.

5 Right now parts of India are experiencing
6 temperatures of 124 degrees Farenheit. Their asphalt
7 roads are melting, 300 million people in India are
8 without water.

9 In China, according to a recent study,
10 pollution from burning coal results in 1.6 million
11 deaths per year. It's like every man, woman, and
12 child smoke 1.5 cigarettes each hour.

13 In the U.S., we are also seeing the
14 disastrous consequences of human caused climate change
15 with more severe storms, flooding, and forest fires.
16 The greenhouse gas from the coal that will be burned
17 will continue to have an effect long after the coal is
18 gone, and the impact of future generations will be
19 much, much worse especially if you cross tipping
20 points that result in one-way positive feedback.

21 For example, the lack of (inaudible) to
22 reflect the sunlight or the release of methane gas
23 that's trapped in the permafrost. It will be too late
24 for future generations to do anything about. All
25 countries need to act now to prevent the worst from

1 becoming reality as was agreed to in Paris. Instead
2 of pursuing this very dangerous...

3 EVENT HOST: Thank you, sir. Watch your step
4 off the stage.

5 We're going to take a quick moment to conduct
6 another lottery draw. For those just arriving, Cesar
7 is reciting and posting the last four numbers on your
8 tickets and you're welcome to write your name on the
9 back of those for the record. Thank you.

10 CESAR: 7527, 7538, 7597, 7667, 7554.

11 SPEAKER 15: Hi. My name is Corrine Hart. I
12 come from over 500 miles away in Billings, Montana to
13 oppose the Millennium terminals.

14 I understand that an extra 16 coal trains are
15 estimated to come through the rail lines per day as a
16 result of these terminals, and the impact statement
17 does not take into account the fact that while jobs
18 will be created on either end in coal regions, in the
19 terminal area, it doesn't take into account the fact
20 that dozens upon dozens of communities that lie in
21 between along those rail lines will receive no benefit
22 from these, but we will suffer from the 16 extra coal
23 trains a day that will come through.

24 Already we have, you know, waits for
25 emergency vehicles who get stuck at these rail lines.

1 My ex-husband lives in an area where there
2 are no underpasses or overpasses, and he has my little
3 girl 50 percent of the time. If there were ever an
4 emergency, an ambulance had to get there and there's a
5 coal train coming through, the ambulance has to sit
6 and wait. Sometimes an extra five or ten minutes can
7 be the difference between life and death. So we are
8 talking about creating situations for communities that
9 are often low income. Those communities can't afford
10 to build an overpass or underpass. This study does
11 not take into account the fact that all of these
12 communities will be affected, will not be able to
13 mitigate these impacts and will suffer the
14 consequences.

15 So I oppose this and ask that it not go
16 forward. Thank you.

17 SPEAKER 16: Good afternoon. My name is Ann
18 Greene. I live in Montana. I'm here to read
19 testimony for my husband, Dr. Erick Greene, who could
20 not attend. Erick is an ecology professor at the
21 University of Montana and has been studying heavy
22 metal poisoning in ospreys, also known as fish hawks,
23 for ten years now.

24 He writes, In addition to all of the issues
25 that have already been raised over the dangers of

1 burning coal, CO2 emissions and global warming, I want
2 to raise an issue that is not widely appreciated,
3 mercury in our environment. Mercury is an extremely
4 powerful neurotoxin causing brain damage at extremely
5 low levels.

6 According to a recent study, scientists from
7 the Argonne National Lab, US Department of Public
8 Health, and School of Engineering and Applied Science
9 at Harvard University, the largest source of mercury
10 entering globally now is from burning coal to generate
11 electricity. Burning coal is releasing record amounts
12 of mercury not seen since the Industrial Revolution.
13 This mercury enters the atmosphere, travels long
14 distances and precipitates in rain and snow.

15 It's a cruel irony that if the Millennium
16 Bulk Terminal is allowed to proceed, Asian countries
17 would get power from burning the coal while at certain
18 times of the year we, in the United States, would
19 suffer from the increased mercury and CO2 pumped into
20 the atmosphere.

21 Studies by NASA show that mercury laden smoke
22 from coal burning plants in China enters the westerly
23 flow jet stream and gets back to North America in ten
24 days or more. It then rains out into our rivers and
25 lakes.

1 Mercury quickly enters aquatic food chains.
2 As an example, the fish-eating osprey that I have
3 studied in Montana already have 100 to 1,000 times the
4 levels of mercury that are considered safe for humans.
5 Many of our lakes and rivers in Montana now have
6 restrictions on how much fish can be consumed because
7 of mercury levels.

8 In conclusion, if standards (inaudible) in
9 Longview and allow millions of additional kinds of
10 coal -- thank you.

11 EVENT HOST: Our next speaker, please.

12 SPEAKER 17: Hi. My name is Margo Kobiak
13 (phonetic), and I live in Spokane.

14 It has already been over four years since
15 Millennium's permit application for the project, and
16 it's time we move forward. This lengthy review
17 process has already doubled the length of time it
18 actually took to build Seattle's CenturyLink Field.

19 Overall, the review found a complete absence
20 of significant adverse impacts to the natural
21 environment. At nearly 4,000 pages in length, the
22 DEIS goes into excruciating detail about how the
23 proposed terminal will meet Washington's high
24 standards for the environment. According to The Daily
25 News, it has been described as perhaps the most

1 complex study of its kind ever taken in Longview or
2 perhaps anywhere in Washington.

3 Here is some of the major findings that shows
4 the lack of any significant adverse impacts to the
5 natural environment.

6 Coal dust, Millennium's project would not
7 generate coal dust that will affect water quality,
8 marine organisms, or human health. Any coal dust will
9 be well below the strict international air quality
10 standards that protect children and those with asthma.
11 Materials used on coal trains to control dust are
12 nontoxic.

13 Train traffic, the capacity will be needed
14 along the major railroads in Washington regardless of
15 whether the Millennium Bulk Terminals get built. The
16 CEO of BNSF, one of the major railroads that will
17 supply the Millennium project, has publicly indicated
18 that the railroad intends to make the necessary
19 investment to increase capacity along and across the
20 state.

21 Vehicle traffic, the Millennium project will
22 not (inaudible) accident. A train from Millennium
23 would only block crossings for a maximum of five
24 minutes. Across the state Millennium-related train
25 traffic will only produce the chance of emergency

1 vehicle delay at most by one percent.

2 Washington State has let too much money pass
3 by waiting for the MBT to be built, and the waiting
4 has to stop now. Thank you.

5 EVENT HOST: Thank you. It's two o'clock. I
6 want to thank all audience members for their
7 compliance with the ground rules. We're doing great.

8 We're going to move on to Shelly Short,
9 Washington State Representative.

10 SPEAKER 18: Good afternoon. I'm Shelley
11 Short, State Representative from the 7th District.

12 And actually I'd like to -- years ago I have
13 done climate change issues for our caucus, worked with
14 the governor on climate change, executive work group,
15 and I can tell you the thing that I want to talk about
16 today is the obligation of making a company
17 responsible for emissions from beginning to end in
18 Asia. I'm very concerned about the precedent that's
19 set. To me, lifecycle analyses, that's the way that I
20 look at this, is a process by which consumers can
21 choose the kind of product they wish to use. It's not
22 used to penalize the company because they happen to be
23 exporting coal. They aren't mining it, they're not
24 burning it, they're not manufacturing it, they're not
25 using it.

1 Anything that Ecology has done throughout the
2 history of looking at rules and regulations on
3 companies has been about in-State emissions, and their
4 in-State emissions are very low, and I think that
5 that's dangerous. I don't think there's legal
6 authority, frankly, to work in this way.

7 So, for that reason, I believe that the EIS
8 have to look at the emissions associated with the
9 company directly and not with the entities of Asia.
10 Thank you very much.

11 EVENT HOST: Thank you. Mike Fagan, Spokane
12 City Council.

13 SPEAKER 19: Good afternoon and welcome to
14 our wonderful city. My name is Mike Fagan, and I am a
15 member of the Spokane City Council.

16 I am very confident that through cooperation,
17 innovations, and balance, the Millennium project can
18 be successful. Here are a few of the reasons why I
19 stand here to voice my support for the proposed
20 terminal in Longview.

21 First, we are one of, if not the most,
22 creative dependent state in the nation, and it is our
23 duty to explore every opportunity that we have to
24 invest in a critical infrastructure that supports our
25 economy, and when private investors come looking to

1 spend millions to vastly improve our port capacity and
2 rail lines without expecting significant public
3 resources. That, to me, is a win win. Now, it's
4 great for our state and it is absolutely critical to
5 our citizens' economic condition as well as wellbeing.

6 Secondly, the project will create thousands
7 of new jobs to generate millions of dollars in
8 economic activity for the state. During this
9 construction, it is expected that as many as 2,500
10 full-time jobs with another 300 direct and indirect
11 permanent positions will be created once the project
12 is complete.

13 Now, as Spokane is a major rail crew
14 change-out location, I can see our local economy
15 benefiting which includes some job growth in various
16 industries that we have here, as well as receiving
17 improvements to our infrastructure which may be a long
18 time coming if it weren't for this project.

19 Finally, the extensive DEIS proves the
20 environmental impacts to our community from this
21 project would be nominal. Millennium is sparing no
22 expense to transition a former eyesore into a state of
23 the art port. This is a real opportunity to improve
24 our state's infrastructure and bolster the economy for
25 generations to come with a lasting, positive benefit

1 to our environment.

2 As an elected official of this great state,
3 I'm proud to support the Millennium project, and thank
4 you.

5 EVENT HOST: Thank you. Joel Kretz, State
6 Representative.

7 SPEAKER 20: Good afternoon. Joel Kretz,
8 State Representative, 7th District.

9 I guess I speak to the job end of this.
10 We've got very low unemployment in the state of
11 Washington, about 5.8 percent. The other areas
12 outside of the big cities are hurting. My district is
13 about nine percent.

14 I've got friends in Wyoming and in Montana,
15 I've got friends in Southwest Washington, and I know
16 those areas desperately need the jobs. I take that if
17 you look at the DEIS, it looks pretty clear that there
18 is a minimal impact on the State.

19 I am really concerned, like Shelly mentioned
20 earlier, about the precedent of mitigating for
21 something that happens clear across the world. Where
22 do you end with that? Will it be -- Boeing comes to
23 mind. If you think about a real impact on air quality
24 in the environment, what jets put out, and that's
25 emitted right here in the state. So I think that was

1 my biggest fear on this is the precedent that would
2 accept on trying to deal with something that is
3 happening across the world and basically picking
4 winners and losers on the industry. Thank you.

5 EVENT HOST: Mark Gordon, Wyoming State
6 Treasurer.

7 SPEAKER 21: Good afternoon. Thank you. My
8 name is Mark Gordon. I'm the Wyoming State Treasurer,
9 former president of our state Environmental Equality
10 Council, lifelong rancher, lifelong environmentalist,
11 and I'm here today to support the Millennium Bulk
12 Terminals.

13 I just want to start my comment, as I was
14 listening to this, that the headwaters of several
15 major river systems, I'm wondering if we can direct
16 how that water is supposed to be used by people as
17 they -- as they proceed? But, anyway, that's just a
18 topic for discussion.

19 I wanted to talk to you today really about
20 the challenges that Wyoming has. We're down 20
21 percent on our year-to-year coal jobs. This has led
22 to an increase in suicides, this has led to layoffs in
23 major towns for the rail people, we've had a dramatic
24 drop in our economy. As you may well know, Wyoming
25 has had a long and prosperous role with coal. We are

1 dedicated to using it wisely. We're the first state
2 that had carbon capture loss.

3 And so, with that, I would like to recommend
4 that you proceed as quickly as possible to issue a
5 permit so we can avoid having trade barriers to the
6 product that we produce independently. Thank you very
7 much.

8 EVENT HOST: Mike Baumgartner, Washington
9 State Senator.

10 SPEAKER 22: Good afternoon. My name is
11 Michael Baumgartner, Senator for the 6th District here
12 in Spokane and chair of the Senate Commerce and Labor
13 Committee.

14 I'm here to testify in support of the
15 terminal. Our state needs good blue collar jobs and,
16 even more importantly, it needs the revenue that those
17 jobs and this economic growth will contribute to our
18 state's budget. We need more funding for education,
19 we need more funding for mental health, we need more
20 funding for public safety. As the former vice-chair
21 of the Senate Ways and Means Committee, I can tell you
22 that our state needs every dollar we can find for the
23 critical aspects of our state's government, and I
24 think the job growth that will come from this terminal
25 will be tremendous in that respect. So this is a

1 very, very, very important issue.

2 As the most trade in state in the country,
3 this is a fantastic opportunity to invest in the
4 critical infrastructure that can help our budget
5 situation not only in the near term but in the future.

6 So, please, say yes to jobs, say yes to
7 education funding, say yes to mental health services,
8 and say yes to increased public safety. Thank you.

9 EVENT HOST: Thank you. Our next speaker,
10 please.

11 SPEAKER 23: Hi. My name is Lori Shaw. I'm
12 from Colstrip, Montana, and I am a cofounder of
13 Colstrip United.

14 I'm here to voice support for the Millennium
15 Bulk Terminals in Longview, Washington. The
16 Millennium would have positive consequences that will
17 reverberate far beyond the borders of Washington
18 State.

19 Supporting this project will provide critical
20 economic opportunities for both local communities in
21 this state as well as other states like Montana and
22 Wyoming.

23 Olympia needs to let the Millennium Bulk
24 Terminals move forward. Thank you.

25 EVENT HOST: Thank you. Just a couple of

1 small details. You give the tickets to Cesar and, if
2 you need to adjust the mic up and down, we've had a
3 couple of concerns from the back of the room.

4 You have two minutes.

5 SPEAKER 24: Hello. My name is Richard. I'm
6 from Sandpoint. I have a master's in geology from
7 Princeton.

8 Climate change is a huge stress to
9 civilization and coal burning is a big contributor of
10 CO2 and other pollutants such as mercury.

11 Additional coal trains daily through
12 Sandpoint is not acceptable. The trains cross over
13 Lake Ponderay and coal dust and chunks can be found
14 along our tracks, the weight of these long trains
15 stressing tracks making derailments inevitable. 19th
16 century technology is not up to 21st century levels.

17 Our economy will also be damaged by noise,
18 diesel exhaust, traffic delays, interruption of
19 (inaudible). Communities along the rail line in
20 Wyoming and Montana will all share the economic and
21 environmental pain.

22 Washington's greenhouse gas emissions could
23 rise by up to 30 percent, and this is contrary to
24 policies recently passed in Washington State
25 encouraging alternatives to fossil fuels. A plume of

1 mercury from China, Korea, or Japan comes across the
2 Pacific right to the Northwest. 1,400 tons annually
3 were measured back in 2004, but the MBTL Draft EIS
4 made light of mercury emissions.

5 Burning coal puts mercury in the air and into
6 our food chain. Mercury can affect human fetal
7 development and lead to lower IQ in children.
8 Evidence associated with mercury is Parkinson's
9 disease, Alzheimer's, and ALS.

10 We can avoid risking mercury pollution and
11 climate change by not building the MBTL. Other
12 countries are producing large percentages of their
13 power from solar and wind, and we have the technology
14 right now to do the same. We must retire fossil
15 fuels, especially coal.

16 I urge you to deny the permits for the MBTL.

17 EVENT HOST: Thank you. An additional
18 lottery draw, and then we'll proceed with the next
19 speaker.

20 Go ahead, sir.

21 SPEAKER 25: Good afternoon. My name is Tom
22 Parker, and I'm here today on behalf of Union Pacific
23 Railroad.

24 Union Pacific fully supports the Millennium
25 Bulk Terminal project which will bring jobs to the

1 region, will provide a positive economic impact. Coal
2 continues to be an important low-cost source of
3 electricity and a key part of the world's energy
4 equation.

5 As a rail transportation company, we
6 transport all materials according to federal law,
7 industry standards, and other operating rules to
8 safely and efficiently move freight. Furthermore, we
9 are regulated by a number of agencies at all levels of
10 government.

11 Union Pacific currently transports coal on
12 behalf of our customers to thousands of communities
13 around our 23 state network. We have safely
14 transported millions of tons of coal throughout the
15 western United States. The majority of coal we
16 transport throughout the west coast originates in
17 Colorado and Utah.

18 Protecting the environment and the
19 communities we serve are guiding principles at Union
20 Pacific whether it's by increasing fuel efficiency,
21 reducing air emissions, energy consumption, or
22 recycling used materials. As a company, we're
23 dedicated to being good stewards to the environment
24 and good partners. Our primary focus of Union Pacific
25 is safety and efficiency. We inspect our tracks

1 regularly, invest heavily to enhance our
2 infrastructure.

3 Additionally, Union Pacific works proactively
4 with the communities where we operate trains. We have
5 strong relations with the communities we serve across
6 our network and we plan to continue meeting with those
7 communities to maintain a constructive exchange about
8 our presence in the community.

9 We will continue to safely ship coal and many
10 other commodities in partnership with communities
11 where we operate trains throughout the Pacific
12 Northwest. Thank you for the opportunity to appear
13 before you this afternoon.

14 EVENT HOST: Thank you. The lottery draw.

15 CESAR: 7549, 7640, 7645, 7553, 7611, 7637,
16 7522, 7668.

17 SPEAKER 26: I'm a primary care physician for
18 36 years, 32 years in Spokane.

19 The hottest temperature ever recorded on
20 Earth was 134 degrees. Six days ago in Northern India
21 it was 124 degrees, their record, ten degrees from
22 world record.

23 Over 1,000 deaths and several crop failures.
24 That's in the springtime. Last year, in the United
25 States alone, there were 6,000 hot temperature records

1 set.

2 The North Pole was 50 degrees above normal
3 temperature during December.

4 Washington, D.C. was in the high seventies
5 and low eighties along the East Coast.

6 We had the most catastrophic fires in
7 Washington State ever on record last year, over 1,000
8 square miles burned. Economies of Twisp and Winthrop
9 were ruined, and last year was the hottest year on
10 record. 2016 is on scale to be hotter than 2015. The
11 last 12 months have been the hottest months on record
12 for that month and May, the current month, is also
13 expected to be record temperature.

14 So the idea of our future and jobs based on
15 carbon is a serious issue. We have to think carefully
16 about this. We have to think of coal in the same way
17 that we moved past asbestos. During the asbestos
18 days, it was safe, it was good jobs. Go into Montana
19 and tell me how many (inaudible) are in graveyards.

20 Coal has never been clean, it never will be
21 clean. It is the most common neurotoxin in the
22 environment. It doesn't matter where you burn the
23 coal, that mercury goes into the stratosphere and
24 around the world. The coal we ship here to China will
25 affect every human on the planet, every living thing

1 on the planet.

2 The immediate health risk of the coal coming
3 through --

4 EVENT HOST. Thank you, sir. We appreciate
5 your testimony.

6 Our next speaker.

7 SPEAKER 27: Hello. My name is Kate
8 Campbell. I live in Missoula, Montana.

9 I've made this 800-mile trek round trip a
10 priority due to the way in which coal trains affect my
11 community. I consider myself a stakeholder in this
12 discussion.

13 The Draft EIS overlooks the critical fact of
14 the transit of the Powder River Basin coal to the
15 coastal terminal. Montana and Idaho are both in the
16 path of the increased number of trains bearing coal to
17 Asian markets. The estimate of 16 more trains daily
18 through our community is unacceptable. Public safety
19 is at risk along with potential spills into our
20 crucial waterways.

21 Rail companies have gotten better about
22 infrastructure vigilance but accidents still happen.
23 Rail integrity is inspected regularly but with the
24 sheer number and tonnage of trains exceeds the ability
25 of inspectors to catch hairline fractures and widening

1 gauges. Wide gauge is the single largest cause of
2 accidents involving track defects.

3 In the case of the 2015 Pennsylvania
4 derailment, it was broken spikes that caused the rail
5 to widen even though the track had been replaced in
6 2012 according to the FRA.

7 Rail head is perhaps the highest stressed
8 civil infrastructure due to the passage of heavily
9 loaded wheels across a very small contact area. The
10 stresses at the contact patch cause yielding of the
11 rail head's steel in the form of detail fractures,
12 chipping, and vertical slips. As temperatures drop,
13 steel rails shrink and amplifying the potential for
14 any existing defects to cause a failure according to
15 the FRA.

16 I urge the Washington Department of Ecology
17 and Cowlitz County to adopt a no-action alternative.
18 Please deny this permit request. Thank you.

19 SPEAKER 28: Hello. My name is Vic Short.
20 I'm from Stevens County just up north.

21 After reviewing this issue, a phrase from
22 Ronald Reagan comes to my mind. The nine most feared
23 words in the English language are, I'm from the
24 government and I'm here to help.

25 My biggest concern -- there have been a lot

1 of issues talked about today. My biggest concern
2 after reviewing this EIS is that it can become a
3 political weapon. Whether you're on the left or the
4 right, it can be used for your political benefit.
5 That is a danger we cannot allow our government to
6 achieve. We must be fair to everyone.

7 If we don't require this standard for other
8 businesses and industries in the state, why are we
9 giving this one entity (inaudible) standing. It's not
10 fair, it is not the American way. Thank you.

11 SPEAKER 29: Good afternoon. My name is Don
12 Newton. I work for UP. I live in Spirit Lake, Idaho.
13 I'm in complete support of this project.
14 Jobs are one thing, that's great.

15 They say we have global warming. Well, we
16 suffered plague before we were all here. It flooded
17 this whole country. Global warming happens with or
18 without us. Solar energy isn't always the answer.
19 It's proven that in the Mohave Desert.

20 So we need the cleanest coal going over to
21 China that we can ship, and that comes out of the
22 Powder River Basin.

23 That's all I have. We need these jobs.

24 EVENT HOST: Thank you. Our next speaker,
25 please.

1 SPEAKER 30: My name is Pauline. I live here
2 in Spokane so close to the rail line that I can see
3 the trains crossing a high bridge going over Latah
4 Creek. Thank you for providing this opportunity for
5 us to publicly express our viewpoints in regards to
6 the proposed Millennium Bulk Terminals near Long Beach
7 (sic).

8 I am opposed to the building of this coal
9 terminal for a number of reasons. Probably the
10 biggest overarching reason is because our world is
11 warming at an alarming rate, and I concur with the 97
12 other scientists who say this warming is due to human
13 activity.

14 Right now, in our own geographic area, we had
15 record breaking wildfires last summer due to the
16 extremely dry climate -- not climate but situation,
17 and we are aware of the fire that started recently in
18 western Canada and it's still burning.

19 Glaciers are melting back at an unusually
20 fast pace in Glacier National Park and in Alaska.

21 It makes no sense to me that we build a
22 structure, the largest coal export facility in North
23 America, to send coal to China so we can continue to
24 burn these fossil fuels and end up with more carbon
25 dioxide into the atmosphere and ultimately speeding up

1 global warming. I'm trying to understand how it is
2 that people continue on a course that is so
3 detrimental to our environment.

4 I understand the need for jobs, but clean,
5 renewable forms of energy production such as solar and
6 wind also provide jobs and could provide more if they
7 were subsidized at the same rate that coal has been
8 subsidized by the federal government for many years.

9 I prefer to put my money and energy into
10 constructive activities that are shown to be
11 beneficial to the most people over the long run.

12 Thank you.

13 SPEAKER 31: My name is Claudia Narcisco. I
14 live in Missoula, Montana. I'm here to represent the
15 over 2,000 members of the Montana chapter of the
16 Sierra Club.

17 The Longview terminal is only one increment
18 in conveyor belts of connected actions that stretch
19 from the mines in Montana to the railroads to the coal
20 terminal to Asia where it's burned and back again as
21 pollution on citizens and the ecosystems of the United
22 States.

23 Incrementally these actions contribute to
24 climate change, the crisis of our time. International
25 climate change is displacing large populations of

1 people and wildlife, all unprecedented. It is heading
2 to enter into our food and water and is at the root of
3 many conflicts.

4 In Montana, climate change is impacting our
5 wildlife, our world-class grizzly population, lynx,
6 wolverine, and other ecosystem species.

7 We share with Washington the melting of our
8 glaciers. This is not only esthetic on the parks, it
9 is also a hydrologic problem, and cold-water fisheries
10 problem.

11 The Columbia River treaty is currently being
12 renegotiated. In addition to hydropower, this new
13 treaty is emphasizing ecosystem values. The Longview
14 terminal is inconsistent with these values.

15 The Montana chapter Sierra Club supports the
16 people and leadership of Washington State and their
17 approach of climate change.

18 On the one hand, these include a move toward
19 renewable energy --

20 EVENT HOST: Thank you. Feel free to leave
21 your written comments.

22 SPEAKER 32: Thank you for having me here.
23 My name is Hap Nolan. I was born and raised in
24 Sandpoint, Idaho and still currently live there.

25 I'm here to support the no-action

1 alternative. I'll just touch on a few points how this
2 terminal would affect me in a negative way. I
3 competed in the World Cup as a professional
4 snowboarder for six years, traveled the world, and was
5 able to see some beautiful places.

6 I personally witnessed how climate change
7 affected local snow packs not only here but
8 internationally as well.

9 The science is out. Burning coal releases
10 carbon emissions which greatly affects climate change.
11 It's hard to argue that anymore. I'm not sure where
12 people are finding their science.

13 In the summertime, I own a wakeboard and boat
14 rental operation. I have successfully grown over the
15 past six years. We employ local residents in that
16 area. We depend directly on the health of Lake
17 Ponderay and so does this community of Sandpoint.

18 Additional coal trains coming through the
19 area are a major risk to Lake Ponderay and Sandpoint.
20 If a derailment occurs anywhere along the line, the
21 Clark Board River or Lake Ponderay, it would devastate
22 our waters and our local economy. Thousands of people
23 would suffer from one derailment.

24 In closing, the risk to the global climate
25 and the risk to our local economy greatly outweigh any

1 short-term benefits that this terminal may offer. We
2 have better alternatives for power and jobs.

3 Please support the no-action alternative.
4 Thank you.

5 SPEAKER 33: Hi. My name is Brad Johnson. I
6 live in Spokane, Washington. I'm here to support the
7 building and operation of the Millennium Bulk Terminal
8 in Longview, Washington.

9 In November 2014, President Obama and
10 President Jinping spoke together in Eugene to make a
11 historic U.S./China joint announcement on climate
12 change emphasizing that a personal commitment to the
13 successful climate change agreement in Paris.

14 China is coming to promote green power,
15 giving priority to distribution and dispatching
16 renewable power generation and fossil fuel power
17 generation of a higher efficiency and lower emissions.

18 However because China's population is so
19 large, they must burn fossil fuels for power and to
20 produce products from key industries such as iron and
21 steel, paper making and other industries.

22 Coal has the highest BTUs for creating power.
23 In fact, China gets 80 percent of their electricity
24 from coal.

25 Washington State can partner and help China

1 lower its emission levels if we export coal from the
2 Powder River Basin. Powder River Basin coal has the
3 lower sulfur content than the coal China is currently
4 mining or importing from Mongolia and Australia.

5 China is requiring power companies to retire
6 older, more polluting power plants for each new one
7 that is being built. Having lower sulfur coal will
8 encourage power companies in China to retire more of
9 the polluting power plants. Thank you.

10 EVENT HOST: Thank you, sir.

11 If we could go ahead and pause for a lottery
12 draw so that we have a speaker lineup. Thank you.

13 CESAR: 7662, 7558, 7636, 7545, 7523, 7635,
14 7592, 7544, 7620, 7548.

15 SPEAKER 34: Good afternoon. My name is
16 (inaudible). I live in Seattle, Washington. I'm also
17 a member of Clean Tech Alliance of Washington.

18 My professional area of expertise is in the
19 study of international energy policy. I'd like to
20 present some critical facts gleaned from the Draft
21 Environmental Impact Statement in my current research
22 into national energy policy in Japan and the United
23 States.

24 The basic tenet of the coal usage in the EIS
25 is that low-sulfur coal from the Powder River Basin to

1 be exported to Japan and South Korea. The demand for
2 energy in these countries has grown.

3 After having lost 30 percent of electric
4 generation in the 2011 tsunami event, Japan plans to
5 build 46 new coal plants and Korea will be building
6 ten new plants in the next ten years. But more
7 importantly, they are also intend to take
8 responsibility for carbon reduction as both countries
9 are significantly part of the Paris climate accord.

10 Coal-fired plants in these countries have the
11 highest efficiency and they're cleanest in Asia, which
12 is 24 percent better than plants in the U.S. and 33
13 percent better than plants in China.

14 Furthermore, Japan is already meeting its
15 90-day world map carbon reduction and is going beyond
16 its world map by building carbon capturing and storage
17 facilities. Therefore this project can clearly meet
18 our State's regulatory framework and should be
19 permitted so that our important training partners can
20 benefit from a stable supply of American coal while
21 implementing carbon reduction technology.

22 The project is a true win-win scenario. The
23 project will create jobs all over Washington State.
24 It also improves greater infrastructure to move more
25 product from Eastern Washington for export. All the

1 while extending partnership to countries who are
2 committed --

3 EVENT HOST: Thank you very much.

4 Our next speaker, please.

5 SPEAKER 35: I'm Andrew McKinley. As someone
6 who grew up in Spokane and now resides in Sandpoint,
7 Idaho, I'm familiar with the presence of trains and
8 the economic realities of industry and commerce,
9 especially those based on extraction, but I also know
10 people in this area value this region's quality of
11 life in terms of clean air, clean water, and even the
12 experience of four seasons that illustrate nature's
13 balance, beauty, and complexity.

14 The proposed terminal threatens these
15 important qualities of life and the associated risks
16 actually move our society backwards rather than toward
17 a clean energy economy. This is not only an
18 environmental issue but an ethical call to action
19 especially for Christians.

20 As pastor of a Presbyterian church said, also
21 in our parent congregation, We seek to be good
22 stewards of God's creations and raise awareness of how
23 we as humans are part of creation.

24 As Christians, taking care of the Earth is an
25 expression of love as we respond to God's goodness and

1 grace. But, as I stand outside on the shore of Lake
2 Ponderay leading worship on a Sunday in July at City
3 Beach, and a coal train goes by overwhelming that
4 tranquil holy ground, it not only disrupts worship but
5 reminds us of the need to change from a society based
6 on exploitation and destruction to one of
7 collaboration and regenerative practices.

8 As our national church meets in Portland,
9 Oregon in three weeks, divestment is up for discussion
10 as well as to divert church money away from the fossil
11 fuel industry. Why should the church profit at the
12 expense of global poor and the destruction of the
13 creation God calls good. Jesus called us to care for
14 our fellow human beings, and this terminal hampers
15 this effort.

16 Take the no-action alternative. Short-term
17 profits by extraction industries are a direct cause
18 with what Jesus commands. Thank you.

19 EVENT HOST: Thank you.

20 SPEAKER 36: Vanessa Anderson, Liberty Lake,
21 Washington.

22 I'm here to strongly urge you to finalize the
23 approval of this Millennium Bulk Terminal. Washington
24 is one of the most trade dependent states. One in
25 four of our jobs here in Washington are related to

1 trade-related activities.

2 Once you approve these permits, we're going
3 to generate 37 million dollars in tax revenue and six
4 million in county taxes. 2,600 jobs will be created
5 during the construction alone and, once the port is
6 fully operational, it will create 300 full-time family
7 wage jobs.

8 Let's talk about this dirty word coal. It's
9 already been over four years since Millennium
10 submitted its permit application for the project.
11 It's time to move forward.

12 The review imposed on the project produced a
13 4,000-page study which they describe -- the State
14 describes the study as perhaps the most complex study
15 of its kind. They found that the proposed terminal
16 will meet Washington's extremely high standards for
17 environmental stewardship.

18 Overall, the review found that the project
19 will not generate coal dust that will affect the water
20 quality, human health, or marine organisms. Any coal
21 dust would be well below the very strict updated
22 international air quality standards that are
23 protective of children and everybody with asthma.

24 Ushering in development like Millennium's
25 terminal will provide critical economic opportunities

1 for us. Join us in standing up for jobs and growth in
2 Washington. Thank you.

3 SPEAKER 37: My name is Jim Broach, and I
4 live in Missoula, Montana.

5 I stand in opposition of this proposal. The
6 Draft Environmental Impact Statement is incomplete and
7 inadequate in discussing local rail impact outside of
8 the state of Washington. Here's what it misses.

9 Increased diesel fumes, our city is subject
10 to wind and air inversions when people are encouraged
11 not to drive cars or sometimes even venture outside.
12 What will be the effect of 16 more trains running per
13 day through our town.

14 Increased coal dust, the tracks run right
15 through our historic downtown and residential
16 neighborhoods. The DEIS calls coal dust a nuisance.
17 It's a nuisance we don't want.

18 Noise, we have too much already. We don't
19 want more.

20 Traffic congestion and blockage to
21 neighborhoods, we don't want it. There's critical
22 on-grade crossings already causing problems in
23 Missoula.

24 Increased chance of derailment. This
25 railroad follows the Clark Board River for over 200

1 miles through Montana. We don't want to risk this
2 precious resource to possible derailments and coal
3 spills.

4 Worse than the impact, local impact, of rail
5 traffic is the climate changing impacts which are
6 terrifying and they're happening now. I have a whole
7 list of them, but I don't have time to read them. So
8 we already know it's happening, and it's really scary.

9 An increase in the supply of coal will surely
10 create more global warming. It will induce demand,
11 greater supply will create lower prices, and more
12 nations and corporations will choose coal power.

13 You have to ask why, why would we invest this
14 way?

15 As a society, we're feeling the effects of
16 climate change now and hearing the warnings of the
17 scientific community. We're trying to figure out how
18 to reduce carbon emissions, and we're trying to figure
19 out how to sequester more carbon out of the
20 atmosphere.

21 Why would we even consider investing in
22 infrastructure that facilitates the extraction,
23 distribution, and combustion of the most horrendous
24 form of fossil fuel we have? It's irresponsible.

25 SPEAKER 38: Hi there. My name is Corey

1 Hayes. I actually live in Colbert, Washington just
2 north of here.

3 I'm testifying in support of this project.
4 It's been a long drawn-out project, and we need to
5 move it forward so it's not quite so lethargic.

6 I think the points have been proven that coal
7 trains, that the rail industry built the England
8 empire. Without it, who knows what would happen here.
9 These rails have been in place and part of our
10 industry here long before most of us were born, myself
11 included.

12 When it comes to the end user, the Asian
13 power plants that are going to use these tons of coal,
14 Powder River Basin coal has been proven to be cleaner
15 burning than what they're currently burning. We're
16 not going to change the fact that they're burning
17 coal. They're going to burn it, their plants are
18 built. New clients are state of the art. Not
19 facilitating this is basically cut our nose off to
20 spite our face.

21 Let's capitalize on it, let's move forward.
22 Thank you.

23 SPEAKER 39: Hello. My name is Randy
24 Gardner, and I'm from Castle Rock, Washington.

25 I've worked at Millennium Bulk Terminal for

1 the past five and a half years. During that time,
2 Millennium has stressed worker safety and
3 environmental responsibility. We have maintained an
4 outstanding safety record which we take a lot of pride
5 in. Environmentally, safety, and regulatory,
6 Millennium has done everything by the book and then
7 some. With much cleanup already complete and millions
8 of dollars spent, I know that county and state
9 regulators appreciate this effort.

10 Local contractors have already gotten much
11 needed work, also appreciate the opportunities that
12 Millennium is providing.

13 Ongoing cleanup requiring millions of dollars
14 in expenditures will add more work and revenue to our
15 local and state economy before any construction even
16 begins. I would like to think that people would
17 appreciate a company that is willing to invest in a
18 site cleanup, invest in a community that is in need of
19 large tax revenue to better its school.

20 Longview is not the only city affected by
21 these decisions. There's Wyoming, Montana, and coal
22 mine cities that have railroad jobs across at least
23 six states and the list goes on. Asia is going to
24 burn coal with or without us.

25 Why not capitalize on this? We certainly do

1 not want much needed jobs here in Washington to go to
2 foreign countries. Thank you.

3 SPEAKER 40: Hello. My name is Rich Allen.
4 I'm from Castle Rock, Washington.

5 I work for Millennium Bulk Terminals and I
6 have been there since the purchase of the old Reynolds
7 Aluminum site. Millennium and all of its employees
8 take great pride in the environmental cleanup that has
9 been done on this site. We need to move forward with
10 this project and help the tax dollars go to work in
11 our area.

12 Cowlitz County needs family wage jobs that
13 will be created with the building and operation of the
14 terminal. Thank you.

15 SPEAKER 41: I'm Harold Gold from Missoula.

16 I was a copper miner in Butte, a (inaudible),
17 an intelligence agent, and a long career on a
18 commercial fishing boat on the Pacific watching the
19 Columbia bar many times.

20 A former coal miner manager told me that the
21 main problem with the coal mining industry is that the
22 product is poison. Burning coal anywhere in the world
23 is part of the climate change problem. In terms of
24 CO2, the atmosphere is now at over 400 parts per
25 minute, higher than civilization has ever seen.

1 Adding 44 million metric tons of coal
2 translates to adding over 100 million metric tons of
3 CO2 on combustion to our globally shared atmosphere.
4 This makes a mockery of the sincere efforts of the
5 Northwest Power and Conservation Council to count
6 emissions.

7 Burning coal in Asia is killing people. We
8 could become morally culpable of this end run of
9 overseas export plan.

10 The longer rail segment between Powder River
11 Basin and Longview is through Montana. This should
12 require close scrutiny, not just a wink and a nod.
13 The expected route through large communities of
14 Billings, Bozeman, Missoula, and numerous smaller
15 towns.

16 The DEIS pays scant attention to these towns
17 and to the actual conditions. The supporting
18 documents erroneously reference 25 to 28 trains a day
19 as existing conditions. In reality, Missoula
20 currently sees 13 to 15 trains a day. Sixteen more
21 coal trains would double the existing traffic. The
22 document does say this traffic could result in
23 exceeding rail capacity if improvements are not made.

24 What to do when the details are missing? One
25 thing, vote no action on the Longview terminal.

1 EVENT HOST: Thank you, sir.

2 Let's pause for additional lottery draw.

3 Thank you.

4 CESAR: 7587, 7595, 7537, 7626, 7509.

5 SPEAKER 42: Hello. So my name is Ken
6 Decker.

7 I live in Livingston, Montana along the rail
8 route to the Longview terminal. Another name for that
9 route is the (inaudible) away zone, and we and many
10 other cities in Montana, Wyoming, and Idaho are
11 squarely in.

12 The rails go right through the middle of the
13 basin. Sixteen more trains a day will cause delay in
14 emergency response, missed appointments, danger, and
15 frustration at the few railroad crossings that we
16 have. At times, half the city could be cut off from
17 fire, police, and hospitals for too long.

18 We cannot prepare for this. It is far too
19 expensive. There will be no help from the railroad or
20 fossil fuel corporations.

21 To quote two prominent citizens of
22 Livingston, quote/unquote, the railroad comes in,
23 creates problems, and then it leaves.

24 The other simply says, quote/unquote, we can
25 do better than coal.

1 It is unthinkable with what we know about
2 climate to keep feeding the fossil fuel industry. It
3 means wealth for a few and a completely overheated
4 climate for the rest of us.

5 As a community, Livingston gains absolutely
6 nothing and has much to lose on our path to a healthy
7 and bright future. We have museums, art galleries,
8 fine restaurants, coffee shops, good solid local
9 businesses, craftsmen, writers, bookstores and,
10 according to a nationally known travel writer, we're
11 named with one of the ten best hotels in the world.
12 We are the gateway to Yellowstone National Park, and
13 we want to keep it that way.

14 Please, deny the Longview coal terminal.
15 Thank you.

16 SPEAKER 43: Hi. My name is Ted Spangle, and
17 I'm from Superior, Montana.

18 I'd like to talk about the climate changing
19 now. A lot of people don't want to believe that, but
20 it's true.

21 On April 1st, we had 31 degrees in western
22 Montana. This was the last frost we had this year.
23 Normally we can expect frost into late May when we put
24 in our tomatoes.

25 At our home last summer, we had smoke for

1 nearly two months from the fires. Last winter, we had
2 no hard freeze. Our apricots blossomed the first week
3 in April, two to three weeks early this year.
4 Memorial Day lilacs are dead. They're two to three
5 weeks early.

6 The rest of the world, glaciers of Glacier
7 Park are melting. Ninety degrees in early May, dry
8 winds and fire caused 88,000 climate refugees in
9 Alberta. It rained in the Arctic last winter.
10 Northwest passage is open for shipping. For the
11 second year in a row, people in India are dying from a
12 heat wave, extreme storms are more intense and
13 frequent throughout the world.

14 Globally, 13 out of 15 highest monthly
15 temperatures in the record have all occurred since
16 February of 2015, 13 out of 15 of the highest
17 temperatures, and that's from NOAA. That's our
18 government.

19 Climate is changing and changing now. Our
20 free market casino is the cause. This is not just a
21 scientific theory, it is an observed fact. You don't
22 need a PhD in physics to know what's going on. You
23 just need to have your senses and a little bit of
24 common sense to see that. Thank you.

25 EVENT HOST: Thank you.

1 SPEAKER 44: Good afternoon. My name is
2 Dina. I live in Kelso, Washington.

3 I support this Millennium project because I
4 work there. We are excited to have the Draft EIS
5 published, and we are happy to be in our second public
6 meeting on the subject.

7 However, the unprecedented demand to require
8 Millennium to mitigate greenhouse gas emissions that
9 occur on the other side of the globe will create a
10 harrowing proposition to any Washington manufacturer
11 or shipper looking to expand their facility.

12 Requiring one part of the transportation
13 chain to be liable for paying for and directing the
14 emissions of all of the parts of the process -- in
15 this case, from the mining of the coal to its end use
16 in power generation -- is an overreach of the State's
17 regulatory authority which has a potential to
18 eventually impact other markets in progress within
19 Washington.

20 If this regulatory requirement is allowed to
21 stand, one would expect opponents to develop, within
22 the State, to require the same against other
23 greenhouse gas products like planes manufactured by
24 Boeing or wood products shipped to China by
25 Weyerhaeuser.

1 We do appreciate you being here, and we think
2 the DEIS is a thorough DEIS other than those things.
3 Thank you.

4 SPEAKER 45: My name is Lisa Nathan, and I'm
5 from Longview, Washington. I'm a Longview native.

6 I know that Cowlitz County needs family wage
7 jobs. My prior job moved from Longview to Vancouver
8 leaving me unemployed. It took me over a year to find
9 a job in this community. Of course, I could find jobs
10 in the Portland area, but that would have been a
11 two-hour commute daily.

12 Thanks to Millennium, I have a stable
13 family-wage job that allows me to spend valuable time
14 with my family. Millennium has been a good community
15 member for the last five years. They support local
16 charities and many of the employees, including myself,
17 are active volunteers. As stated over and over again,
18 Millennium is committed to adhere to the strict
19 environmental standards that are in place to protect
20 our community.

21 Despite all of the rhetoric on the contrary
22 about coal exports, I firmly believe that you can have
23 both good family-wage jobs and be good stewards of the
24 environment, and it doesn't have to be a choice of one
25 over the other.

1 SPEAKER 46: My name is Laura Carter, and I
2 don't have a script done, so I'm just going to speak
3 from my heart.

4 I'm running for State Representative here in
5 the 3rd District, and I'm concerned about our lack of
6 jobs. Now, I'm a conservationist, I'm a born
7 conservationist. I recycle, I reuse, I compost.

8 However, I think this global warming stuff is
9 a little bit -- I think it's gone a little bit --
10 well, one time there was a global warming conference
11 in Copenhagen. That was a few years ago. During that
12 conference, it was like God said, oh, you want cooler
13 climate? Here take this. So they had record-breaking
14 cold temperatures, a blizzard, during a global warming
15 conference.

16 I think that also when we talk about carbon
17 dioxide, what's wrong with that? Plants thrive on
18 carbon dioxide. We need carbon. Carbon is part of --
19 our bodies are made with carbon, plants are made
20 with -- life is made with carbon. So what is wrong
21 with carbon and what's wrong with carbon dioxide?
22 Plants take in carbon dioxide and release oxygen. We
23 need oxygen.

24 Now, if we want to really fight a cause, what
25 about -- has anybody heard of chemtrails? Chemtrails

1 were, I think, came about because they wanted to use
2 some kind of a spray that would deflect the sun's rays
3 back into space to help cut down on global warming.
4 Well, that's polluting our environment. I would be
5 glad to join those of you in the red T-shirts in
6 fighting chemtrails because that's a pollutant.

7 And also has anybody ever heard of HAARP,
8 H-A-A-R-P, Highly Active Auroral Research Project?
9 They're sending signals out into space and they're
10 monkeying around with our weather.

11 Am I done?

12 EVENT HOST: All done. Thank you.

13 SPEAKER 46: So we need more jobs. Our
14 economy thrives on jobs. Thank you.

15 EVENT HOST: Our next speaker, please.
16 You'll have two minutes.

17 SPEAKER 47: Hi. I'm Bethany from Missoula,
18 Montana, and I'm an environmental attorney.

19 There are reasons why communities all along
20 the Pacific Northwest are rejecting fossil fuel export
21 projects. There are many reasons. It's because it's
22 bad for traffic and emergency response, because
23 they're bad for sustainable use of our rail lines,
24 because it's a bad investment. It's bad for human
25 health, it's bad for Montana and Oregon and Idaho and

1 Washington and China and India, and South Korea and
2 for Japan. It's bad for climate, it's bad for our
3 rivers, for our ocean, and for our wildlife.

4 If you're going to take into account the
5 purported economic benefits of this project, then the
6 line is clear. You have to take into account the
7 social cost of carbon as well. When you do that, it
8 is overwhelmingly clear that you must reject this
9 proposed project.

10 The purported benefits of this project are
11 femoral in the short term, but the impacts are
12 permanent and catastrophic.

13 Coal dust, air pollution, water pollution,
14 and climate impacts do not recognize State borders,
15 and you should not limit your review of this project
16 based on those invisible State lines.

17 You're hearing a lot of complaints about how
18 long this process has taken. Well, let's remember
19 that the reason that we started was that this company
20 lied. They lied to the residents of Longview, to the
21 state and county government and to the federal
22 government. That's why we're still here.

23 You hear that coal dust is not a problem.
24 This is coal dust from the Mesa coal train derailment
25 in Washington 2012 (indicating). BNSF and Department

1 of Ecology said that that coal train derailment was
2 cleaned up. I picked this up three months after the
3 derailment. The extent of the cleanup was to dump
4 dirt over the coal. Let's imagine what that looks
5 like if it happens into the Columbia River or into
6 Lake Ponderay or another body of water. We do not
7 know how to clean up coal in a body of water.

8 Please, choose the no-action alternative.

9 EVENT HOST: Thank you.

10 We'll pause to fill up the speaker cue with
11 lottery numbers, and then we'll take the next speaker.

12 CESAR: 7630, 7461, 7571, 7580, 7652.

13 SPEAKER 48: Thank you. I'm Lee Metzger from
14 Missoula, Montana.

15 I wish to address just two of the many ways
16 that the DEIS fails to address significant costs of
17 the proposed project.

18 First, cost of Montanans are not adequately
19 considered. The DEIS acknowledges but fails to
20 evaluate threats posed by this project to human and to
21 animal health, water quality, and ecosystems all along
22 Montana's rail line.

23 In Missoula alone, the project would increase
24 health threats in our frequently inverted valley,
25 increase delays at railroad crossings, and threaten to

1 endanger the newly restored Clark Fork of the Columbia
2 River.

3 Approval of any action alternative would pass
4 on all of these costs to Montanans as a hidden tax
5 unacknowledged by Washington officials and unapproved
6 by any Montana citizens.

7 Second, the social cost of carbon dioxide
8 emissions are obscured. Using, as an example, the
9 carbon dioxide equivalency emitted under the preferred
10 scenario and the U.S. government's midrange estimate
11 of the influence and social cost that will be paid for
12 every ton of carbon dioxide that's emitted.

13 Unacknowledged cost of this project would
14 exceed two and one half billion dollars. Under
15 different scenarios and cost calculation, this hidden
16 tax would be more than twice as much.

17 Therefore, any honest and any complete
18 evaluation of the proposed project will acknowledge
19 the cost identified above and all of the additional
20 costs identified in other's testimonies and, when that
21 is done, this project will be seen to be economically,
22 environmentally, and morally unacceptable. Thank you.

23 EVENT HOST: We are at the three o'clock
24 hour, and we'll pause for some elected officials, and
25 then we'll come back to the speakers.

1 We'd like to hear from Duane Ankney, Montana
2 State Senator. On deck, Jim Keane.

3 SPEAKER 49: Good afternoon. State Senator,
4 Duane Ankney, Montana, Colstrip, Montana.

5 I'd like to address the panel today in favor
6 of the Millennium terminal. It brings to both
7 Washington and Montana needed jobs and revenue. Where
8 Washington is heavily dependent on port jobs, Montana
9 is heavily dependent on jobs in coal. Our coal has
10 this terminal and the effect of any increase in
11 production of coal will not create any new mines in
12 Montana nor will it build any new railroads. It will
13 simply help those mines that are existing stay in
14 business. More importantly, it will keep a very
15 important revenue stream going to our state
16 government.

17 This week, on Monday, the State libraries got
18 notice from the budget director that their budget was
19 going to be cut severely because of the lack of coal
20 funds that will be collected that support the State
21 libraries.

22 Now, this coal is going to be burned in
23 Japan, Korea, wherever whether it comes out of the
24 Powder River Basin or not. Powder River Basin coal is
25 much cleaner than what they're getting from Australia,

1 Indonesia, and the foreign markets. So it's going to
2 create less pollution in Asia than what the coal
3 they're getting now.

4 The coal will still come out of United States
5 through Canadian ports. So the gentlemen that
6 testified on the railroad going up -- thank you.

7 EVENT HOST: Thank you.

8 Jim Keane, Montana State Senator.

9 SPEAKER 50: Thank you, Members of the
10 Committee. My name is Jim Keane. I represent Butte,
11 Montana and Jefferson County, Montana. I'd like to
12 thank you for your service through this whole process.
13 I understand what you're going through. I certainly
14 appreciate your service.

15 I'd like to follow up on some of the
16 discussion that we don't need to do this climate
17 change. Coal is being targeted for the climate change
18 whole problem. Climate change is real, but it's a
19 cause of many, many problems. It's important that we
20 take into account how we change and burn coal.

21 There's been some of that discussion here,
22 but for Washington who has been an exporter and a
23 reliable exporter of goods and services throughout the
24 Northwest, it's very important to understand what
25 you're doing with this port. You're cleaning up

1 something that was used in the past and creating it to
2 build something of the future. Not just for yourself,
3 for Montana, for Wyoming, for Idaho, and all of those
4 jobs in between.

5 I really am sorry that people don't say that
6 people don't benefit on the rail lines. The rail
7 lines are taxed, there are more jobs and, in order
8 that we get this service for our state, that money
9 comes to us in many, many forms of the jobs, taxes,
10 and benefits that are paid. That's what you're
11 looking at.

12 If coal goes over across the sea at a much
13 higher price, we add value to the commodity that we
14 ship, and it's used overseas, and then we're going to
15 say we're destroying the world's environment. Come
16 on, give me a break.

17 Years ago they were saying it was all cost,
18 we have to go on the cost of the product. Well, let's
19 evaluate the cost of the product. If there isn't a
20 market, don't ship it but, if there is a market, let's
21 take advantage of it. If we don't ship it out of here
22 in Washington, your neighbors to the north will ship
23 it because somebody is going to use Powder River Basin
24 coal. We'll be working with them if you won't work
25 with us. Thank you.

1 EVENT HOST: Thank you.
2 Pat Risken, Assistant Attorney General,
3 Montana.

4 SPEAKER 51: Thank you. I'm Pat Risken,
5 Assistant Attorney General for the State of Montana.

6 Montana is a land locked community producing
7 state, commodity producing state. When you're sitting
8 at a railroad crossing watching cars go by in Montana,
9 you're watching timber, lumber, grains, sugar beets,
10 sugar, oil, gypsum, lime, copper, or coal, which are
11 all very valuable commodities in the state of Montana
12 and produced by our state.

13 Our economy and the wellbeing of our cities'
14 families depends on access to markets for these
15 commodities. As a result, we pay attention to our
16 sister cities, which are blessed with access to
17 coastal waterways, make decisions about port
18 facilities which provide gateway to national and
19 international markets for the commodities produced in
20 our state.

21 The construction and availability of this
22 particular facility is of paramount importance to the
23 state of Montana. The commerce clause of the United
24 States Constitution gives the United States Congress
25 power to regulate commerce among the states. Even

1 when congress has not acted on a particular matter the
2 negative implications of the clause, commonly called
3 the dormant commerce clause, protects a state like
4 ours from action state and other states which would
5 unreasonably restrict the ability of our citizens to
6 engage in intercity commerce and international
7 commerce.

8 We have every reason to believe that our
9 comments are being considered and our interests are
10 important to this decision-making process. We will be
11 watching closely. Montana's Attorney General was
12 engaged in the original scoping of this project, and
13 we will continue to monitor its progress.

14 Thank you for your efforts in this DEIS and
15 for taking our comments today. Thank you.

16 EVENT HOST: Thank you. Next up, Ben
17 Stuckart, Spokane City Council President.

18 Speaker 52: Good afternoon. My name is Ben,
19 and I represent the City of Spokane. I appreciate the
20 Department of Ecology and Cowlitz County for visiting.

21 The City Council vehemently asked for an
22 environmental impact statement on all proposed coal
23 terminal in 2022. It is great to see this DEIS. I
24 have some comments very specific to the DEIS.

25 First, the analysis of the economic impact is

1 focused almost exclusively on the area around Cowlitz
2 County. This ignores significant effects in
3 communities in five states along the rail shipping
4 route.

5 In Spokane, we can't afford to add extra
6 trains to our downtown corridor. The DEIS estimates
7 that Spokane would see 16 additional trains per day.
8 During peak agricultural season, Spokane hits its
9 capacity of 78 trains per day.

10 As BNSF has told me in multiple meetings,
11 coal and oil trains will always take precedence over
12 agricultural products.

13 In 2013, it was reported that the Columbia
14 River (inaudible) no longer locally sources their
15 materials due to rail congestion, and that is at
16 current levels.

17 In 2014, coal trains went out of business due
18 to rail congestion, and that is at current levels.
19 The DEIS does not review the increase of 16 trains per
20 day and how that would affect Eastern Washington's
21 largest export, agriculture.

22 My other point is the coal industry is
23 failing, and there has never been a worse time for our
24 state to choose to invest in it. Coal, as a fuel
25 source, is becoming a relic. All available data shows

1 that the demand for coal is in steep decline.

2 Three of the largest five coal companies have
3 gone bankrupt in the last two years. Do you know what
4 happens when a coal company goes bankrupt? The
5 millions of dollars in self-funded bonds set aside for
6 reclamation of land gets settled for pennies on the
7 dollar.

8 In 2013 and '15, I visited Washington, D.C.
9 with local farmers from the Powder River Basin whose
10 land is hopelessly polluted by the coal extraction.
11 Reclamation has not been happening and will only get
12 worse. The DEIS does not address this and needs to
13 look at the source and its impact on the environment.

14 Thank you for holding this hearing, and I
15 appreciate your work.

16 EVENT HOST: Thank you. Shannon Williamson,
17 Sandpoint City Council President.

18 SPEAKER 53: Good afternoon. Thank you for
19 this opportunity. My name is Shannon Williamson, and
20 I'm the City of Sandpoint's City Council President.

21 So, if this terminal is permitted, an
22 additional 16 trains, as was just mentioned by
23 Mr. Stuckart, per day will travel through Sandpoint.
24 Sandpoint is considered the top of the funnel, so all
25 traffic traveling west from states like Montana have

1 to go through our city. We already experience
2 approximately 50 to 60 trains a day. Sixteen trains
3 on top of that, eight full of coal and eight empty on
4 return.

5 So this increase in train traffic directly
6 impacts our citizens' health and wellbeing. We're
7 concerned about emergency response delays, we're
8 concerned about traffic delays. We're concerned,
9 especially me personally, how coal will pollute our
10 air and our water, and we're concerned about noise
11 pollution. We're also very concerned about the
12 impacts to our already fragile economy. So what
13 business wants to relocate to a gridlocked town whose
14 natural resources have been polluted? I don't think
15 there's been a poll on this, but I'm not going to
16 guess very many. The DEIS does not address an impact
17 of (inaudible), yet there is no doubt at all that we
18 will feel an impact.

19 So I appreciate the time, and I ask you to
20 consider what will happen to everybody else. Thank
21 you.

22 EVENT HOST: We'll draw five more lottery
23 numbers and move to our next speaker.

24 CESAR: 7641, 7596, 7438, 7623, 7673.

25 SPEAKER 54: Good afternoon, Panelist. My

1 name is Shelby Rognstad. I'm the mayor for the City
2 of Sandpoint. I also represent the mayors of
3 neighboring Dover, Ponderay, and Kootenai.

4 Our towns lie within the Ponderay watershed
5 and also lie along the corridor through which this
6 increased coal traffic is proposed to travel. There
7 are many reasons we are collectively opposed to the
8 Longview terminal.

9 We do recognize the value the railroad and
10 coal industries bring in terms of jobs and economic
11 impact. However this short-term gain doesn't justify
12 the long-term consequences. It's high time we
13 reinvest our resources in renewable energy sources.

14 The significant increase in coal shipments
15 has negative impacts on health, water quality, air
16 quality, and on global climate stability. Many here
17 today, of course, have spoken of these concerns.

18 I would also like to highlight another public
19 safety. Our rural communities lack qualified
20 personnel and adequate mitigation resources needed to
21 respond to a transportation emergency. If a tragic
22 event were to happen like the Lac-Mégantic derailment
23 in Canada which killed 47 people, it would take
24 several hours to get an adequate number of personnel
25 to respond.

1 Further, increased rail traffic obstruct
2 traffic on all roads for long periods throughout the
3 day and night. This impacts emergency response times
4 which can be life or death situations for many. It
5 also directly impacts our local economy.

6 Furthermore, there are many water body
7 crossings throughout our community. If a derailment
8 were to happen within a water body, it would have
9 disastrous consequences for our lakes and rivers which
10 is the source of our drinking water and our
11 tourist-based economy.

12 For these reasons, our cities are opposed to
13 the increase in coal export that will result from the
14 proposed Longview terminal. We ask you to, please,
15 reject this proposal.

16 EVENT HOST: Thank you.

17 SPEAKER 55: Hi. My name is Stephanie, and I
18 live in Pasco, Washington.

19 I wasn't sure if I supported Millennium Bulk
20 Terminal at first. I have six kids and there are
21 concerns there, and so I did a little bit of research,
22 and I actually went to BNSF and wanted to see the
23 trains in action, and I wanted to see how that
24 facility was run, and I was able to go on a tour. It
25 wasn't an extensive tour, but they showed me where

1 they did the spray. It was so impressive.

2 I thought with a 4,000-page EIS, I don't know
3 how much thorough you can get, and then to have that
4 come back and say that there's no concern with the
5 coal dust, that was a very large factor for me. So
6 that is one of the main reasons that I do support
7 Millennium.

8 And then I was also impressed by the fact
9 that Millennium has said -- well, it also said in the
10 EIS that they will comply, and they will negate all of
11 the environmental standards. I think that Washington,
12 the environmental standards are set really high. I
13 was very impressed by that. I know the operation of
14 Millennium is not going to cause climate change, so
15 the operation of that facility is second to none.

16 We've heard a lot about the 16 trains, the
17 increase and, I guess, my feelings on that were in
18 talking to BNSF --

19 EVENT HOST: Your time is up. We appreciate
20 the comments.

21 SPEAKER 56: My name is Fred, and I live in
22 Spokane.

23 I have here a sign that says Millennium. I
24 would like to see it built right not only for coal but
25 for lumber. Washington is a big outfit for lumber.

1 If we could ship lumber, wheat, agriculture products
2 out of this Millennium, I would say great. Let's go
3 for it. Economically I'm for it. Let's build it
4 right, shall we?

5 EVENT HOST: We'll take additional lottery
6 draws at this time.

7 CESAR: 7464, 7581, 7532, 7638, 7639.

8 SPEAKER 57: Hello. My name is Veronica
9 Harris. I'm from Rice, Washington.

10 I'm here to speak on behalf of the little
11 children who are too little to be here and who are
12 going to inherit this planet. We need to have a
13 planet that they can live in. It makes no sense to
14 say that we're not responsible if we send coal to Asia
15 and what they do with it isn't our problem. It's not
16 like they're going to put it back in the ground.
17 They're going to burn it. The emissions are not going
18 to stay in China or Asia. They're going to come over
19 here too and affect our climate. We all know that the
20 climate has definitely changed, and we've got to stop.
21 We do need jobs but not jobs that will choke
22 us to death. Thank you.

23 SPEAKER 58: I'm Mark Dixon, and I'm a
24 rancher on the Tongue River about 20 miles southwest
25 of Miles City, Montana. I'm also a chair of the

1 Tongue River Railroad Task Force and Resource Council.

2 I traveled more than 700 miles one way today
3 to urge you to deny the permit for the Millennium Bulk
4 Terminals. Arch Coal has part ownership in the
5 proposed terminal, also proposed to build a new coal
6 mine on Otter Creek near my home in Southeastern
7 Montana that was the largest proposed new coal mine in
8 the United States. They were also part owner in the
9 Tongue River Railroad. The Surface Transportation
10 Board just denied the Tongue River Railroad permit
11 application.

12 The Tongue River Railroad held the power of
13 federal condemnation over my head for decades. They
14 could have potentially taken three miles of my ranch
15 to build it. The main reason that the application was
16 terminated was that without that Otter Creek mine had
17 not gotten a permit, there was no reason to build a
18 railroad to a nonexistent mine, and notably the lack
19 of markets for coal.

20 The Surface Transportation Board does not
21 believe that these new coal markets just materialize
22 out of thin air, the field of dreams strategy that if
23 you build it, they will come. Washington Department
24 of Ecology and Cowlitz County should not use that
25 strategy either. The likely impacts of this coal are

1 too great to grant a permit based on speculation.

2 Arch is in the process of bankruptcy and
3 should not be speculating on a new port that is not
4 financially viable. They need to concentrate on
5 taking care of their employees and reclaiming the land
6 they have mined. A bankruptcy court ruled that Arch
7 does not have to pay creditors, but they can spend
8 money on a new port? The economics of a new port do
9 not make sense. Coal is not the fuel of the future
10 and building a port for coal would be a big mistake.
11 We can't build the economy of the future on the
12 bankrupt fuel of the past.

13 It will take work to change our ways from
14 running coal to using renewables but the time is right
15 and we must do it if we expect to save our world.
16 Climate change is here. If we ignore it --

17 EVENT HOST: Thank you, sir, for your
18 comments.

19 Just a reminder, as you come up to speak, if
20 you'll check in with Kim, show your ticket, that will
21 get you into the cue of the speaker lineup.

22 SPEAKER 59: Hello. My name is Steve
23 Thompson from Redmond, Washington formerly of
24 Longview, Washington.

25 It has occurred to me that living with coal

1 mine, coal train, or coal export facility is kind of
2 like living with a neighbor who is not responsible for
3 his dog. Have you ever had a neighbor's dog think
4 that your yard was the place to leave his waste and
5 the neighbor just ignored the fact?

6 Occasionally that can be ignored, but by the
7 third or fourth time you catch that scent as you're
8 walking on your new carpet or in your car late for an
9 appointment, it's hard to ignore.

10 Now to make matters worse, that neighbor
11 starts claiming that you were unfair to point out to
12 him that his dog is messing in your yard. After all,
13 it could be anyone's dog, certainly not his.

14 So you have to provide proof that the dog is
15 the source of the waste but then the neighbor goes to
16 the City and says that his taxes should not be used to
17 pay for animal control, and that function is defunded
18 because neighbors donated large sums of money to the
19 campaigns of the mayor and the city council. But
20 wait, there's more.

21 Now the neighbor wants to get more dogs and
22 convince the politicians that the number of dogs
23 allowed by homeowners should be increased. So now the
24 dog's waste is spread not only on your lawn but also
25 on other neighbor's, sidewalks, bike trails,

1 everyone's driveways. This neighbor wants to be seen
2 as a good guy, so he brings up all that he does for
3 the City.

4 Now occasionally this savvy dog owner makes a
5 point of walking his dog with a plastic bag in hand
6 and use those bags along the trail. No wonder, what
7 was this person thinking?

8 Please know that I'm talking about the -- I'm
9 not talking about the neighbor -- I'm talking about
10 the neighbor, the dog owner, not the dog.

11 The fossil fuel industry has been acting like
12 an irresponsible dog owner. The coal corporations
13 have been active in the irresponsible activities of
14 the dog owner including waste, carbon waste, actively
15 denying even the existence of waste, forcing the
16 public to prove the existence of waste.

17 EVENT HOST: Thank you. The next speaker.

18 SPEAKER 60: Hello. My name is Linda Carter,
19 and I live in Spokane, Washington.

20 I'm for the terminal for a couple of
21 different reasons.

22 I have a cousin who is a millwright, and he
23 was in the East Coast and he ended up cleaning up a
24 coal burning power plant. He's from Oregon, and they
25 have lots of (inaudible) wood. He was absolutely

1 flabbergasted on how clean burning it was. He said
2 that the United States has the only coal that they can
3 pulverize and atomize and then ignite it that you
4 can't get anyplace else, only in the United States.

5 So, therefore, I'm for us exporting our coal
6 because if we have pollutants in other countries and
7 we have the ability to cut down on their pollutants,
8 why wouldn't we want to do it? To me, that's common
9 sense.

10 Number two, it's a port privately paid for.
11 If they go broke, they go broke. I'm also thinking if
12 we have all these trains and people are making money
13 that they'll build new railroad tracks and that might
14 lead to us having a transit system in the United
15 States of America.

16 That is what I needed to say. Thank you.

17 SPEAKER 61: Hello. I'm Jan of Missoula,
18 Montana.

19 I've been on the Missoula Air Quality
20 Advisory Council for 12 years and was eight years an
21 emergency medical technician in the (inaudible)
22 Valley.

23 That's where we built our first home which
24 burned to the ground in a wildfire two years ago and
25 where a similar fire last year killed three young

1 firefighters.

2 What happened in Washington will happen in
3 Montana. Today's wildfire season is hotter, drier,
4 more dangerous, and weeks longer. Wildfires impact
5 air quality and health in Missoula.

6 The DEIS barely mentions wildfire
7 consequences of climate changes in Montana, a state
8 dependent on tourism. The DEIS contains no health
9 impact assessment, which is egregious, though it calls
10 emissions after mitigation significant and
11 unavoidable.

12 Those emissions ranging from arsenic,
13 mercury, and small particulates are distributed from
14 the pits to the power plants and CO2 reaches every
15 region of our atmosphere. Clean coal is a myth.
16 Small particulates matter.

17 Dr. Paul Smith, pulmonologist in Missoula
18 speaking on coal transport and combustion said that
19 when small particulates increase, public health
20 worsens. When they decrease, public health improves.

21 Particulates cause asthma attacks that
22 permanently scar lungs. Very small particulates
23 actually pass through the lungs into the bloodstream
24 and release whatever poison they contain.

25 In a pregnant woman, this can affect the

1 fetus she carries. It affects other organs and causes
2 heart disease, strokes, and cancer. The Longview
3 terminal would cause irreversible harm.

4 Last November, French President Hollande
5 said, We have a single mission to protect and hand on
6 the planet to the next generation.

7 To do this, please, take no action.

8 EVENT HOST: Thank you.

9 Before the next group here, if we could take
10 some additional lottery numbers. Thank you, Cesar.

11 CESAR: 7570, 7634, 7601, 7647, 7633.

12 SPEAKER 62: My name is Simon. I'm a student
13 at the University of Montana advocating for the
14 no-action option to the Longview coal export terminal
15 because as a young person that's currently present and
16 largely coal caused climate crisis endangers the
17 health and stability of my future.

18 I believe we have a common interest in doing
19 all we can to fight this crisis especially in the
20 light that I normally -- severe and early wildfires
21 like that at Fort McMurray where 8,000 residents were
22 evacuated almost overnight.

23 So it's unfair to endanger our homes as
24 Northwesterners, and more efficient and clean coal
25 will emit (inaudible), but nonetheless cause the

1 destabilization of the climate.

2 This proposal also increases the demand for
3 the extraction of coal in Eastern Montana and other
4 states. Coal miners in Montana have outlined and have
5 as their consolation Otter Creek line and the Tongue
6 River Railroad.

7 It is clear that we don't want the pollution
8 of water, air, land, and communities that follow coal
9 and none of these things are accounted for in the
10 DEIS, nor do we want more severe wildfires like the
11 one I mentioned at Fort McMurray.

12 The inevitable decline of the fossil fuel
13 industry means we should support worker's jobs that
14 will be lost in this transition. Proposals like this
15 only prolong inevitable decline. Look at the Peabody
16 bankruptcy for the greater trend of market moving
17 against coal, and also those agreements like Paris and
18 United Nations agreed to take immediate action on
19 climate change.

20 Furthermore, America's solar industry is
21 growing almost 20 times faster than the rest of the
22 U.S. economy and, while that is happening, coal is on
23 its way out, so coal is an outdated industry. Thank
24 you.

25 EVENT HOST: Thank you.

1 SPEAKER 63: Thank you very much for
2 listening to all of these testimonies. I have but one
3 more.

4 I'm Marilee Day. I'm a pediatric nurse
5 practitioner, and I live in Portland, Oregon where I
6 was a coordinator in the Lead and Asthma Prevention
7 Program from Multnomah County.

8 I want to say right now that I think you need
9 to have a health impact assessment and look at the
10 cumulative amount of lead in the soils on the side of
11 the trains and look at what they are at 50 feet, 100
12 feet and 200 feet. I also support the no-action
13 alternative.

14 Coal contains heavy metals like lead and
15 mercury. Coal is blown off of trains at a rate of one
16 pound per car per mile.

17 Lead dust is 100 percent absorbed in infants
18 unlike adults, it's inhaled. Lead is well known for
19 harming neurodevelopment and cause severe toxic
20 effects on children on multiple organs, widespread
21 destruction of cellular function, it damages bone
22 marrow, nervous system, and it harms the brain and it
23 has caused seizures and schizophrenia as well.

24 There is no safe level of lead. There is no
25 good treatment. Chelation therapy is difficult on

1 them. It impairs -- it does not help the impairment
2 and cognitive function. It is critical (inaudible).

3 Like Flint, Michigan, children do not get
4 tested until it's too late, and they have poisoning.
5 We don't want this corridor to be another Flint,
6 Michigan. We have to know what we're getting into.
7 We have to test the soil beforehand. If it has lead,
8 we have to not pass it. Thank you.

9 SPEAKER 64: Hi. My name is Nadia, and I'm
10 actually for the Millennium Bulk Terminal, and I don't
11 have a speech written out because it was just a spur
12 of the moment thing.

13 I just want to say that I lived in a poor
14 town in the Pacific Northwest called Port Angeles,
15 Washington, and we had a project that the Native
16 Americans sold the land, and they knew there was dead
17 bodies under the ground. So the Native Americans got
18 pretty mad about it and stopped the whole project and
19 they got the money from the land. That would have
20 created a lot of jobs.

21 As well as if you have trouble breathing in
22 this area, I would suggest moving to Port Angeles,
23 Washington because of the Olympic National Park and
24 how big it is.

25 And also if you don't like trains, move there

1 as well. That's all I've got to say.

2 EVENT HOST: We're going to take one minute
3 and draw more numbers.

4 Can you read those off?

5 CESAR: 7574, 7469, 7540, 7550, 7465.

6 SPEAKER 65: Hi. My name is Amber Newton,
7 and I live in Spirit Lake, Idaho.

8 My family has been in the railroad industry
9 for over 50 years. That's what I grew up with. I am
10 in support of the Millennium project.

11 I believe that this area and all of the areas
12 along the line need the jobs that come with this
13 project. I know that there are concerns for the
14 environmental impact, but I believe that they've taken
15 those into consideration.

16 And I can see that people say this is a
17 short-term solution or short-term project, but I
18 believe that if we don't address the short term, we're
19 not going to make it to the long term.

20 The railroad has built this country, and I
21 just believe that this is a project that we need in
22 order to keep our jobs and keep our middle-aged
23 workers working. Thank you.

24 SPEAKER 66: My name is Gary. I'm speaking
25 on behalf of the International Association of

1 Machinists and Aerospace Workers representing 48,000,
2 mostly Boeing workers in Washington State. I rise in
3 support of the Millennium Bulk Terminal project.

4 This project has the ability to repurpose a
5 former Alcoa plant, a brown field, if you will, into a
6 vibrant economic entity providing thousands of
7 living-wage construction jobs and hundreds of direct
8 union-wage operational jobs.

9 The construction along this terminal is
10 estimated to generate 40 million dollars in state and
11 county tax revenues with operational tax revenue
12 estimated to be another five million dollars annually.
13 All the while no taxpayer dollars will be used with
14 the entire venture being funded and invested by
15 industries that will use the facility to export their
16 goods and services. This terminal, state of the art
17 infrastructure, will be built with the unique
18 opportunity to boost our economic trade growth with
19 the Asian Pacific Rim countries in particular, by also
20 shipping and exporting such products as apples,
21 grains, wood products, aluminum, and others so
22 critical to our dependent state's business model.

23 Our review has shown, and make no mistake
24 about it, that the Canadian government, British
25 Columbia in particular, is just chomping at the bit to

1 have this entire project, all of its jobs and revenues
2 that come with it to move up the road and across the
3 border where their ports are already running at 100
4 percent capacity and where they regularly turn away
5 businesses right now. They truly do understand the
6 economic impact of this rapidly extending waterway
7 commerce.

8 Our review further includes the current
9 permitting process on this project is overly
10 cumbersome and has been waiting approval for over
11 three years already. We feel that this infinite
12 timeline to review could be perceived as a harsh or an
13 inhospitable business climate for both the investors
14 and job creators and all the community services,
15 skilled workforce of Washington and its economy.

16 Therefore, we plead for a reasonable and
17 structured finite timeline for you to review this
18 project, and we ask for your support. Thank you.

19 SPEAKER 67: My name is Julie Devlin. I live
20 in Missoula, Montana.

21 A few years ago, I took a class at the
22 University of Montana on climate change which prompted
23 some of us in the class to try to do something about
24 it. So we formed a group we call MELT, Montana Elders
25 for a Lovable Tomorrow, and we decided in our mission

1 statement that if we could make the world a better
2 place for our children and grandchildren, and that we
3 want to first focus on coal, especially trains
4 carrying it through our town of Missoula. This is our
5 fourth trip to Spokane to testify at an EIS hearing.

6 At the time, I was already volunteering for
7 Habitat for Humanity renovating a house a few blocks
8 from the train tracks on the north side of town in
9 Missoula, and I was surprised how close and how loud
10 the trains were.

11 I was also volunteering at a nearby local
12 elementary school and I came to realize that the three
13 children in kindergarten that I was working with were
14 living down by the tracks, and they were breathing in
15 the coal dust full of lead and arsenic and mercury,
16 and it certainly brought home to me the
17 disproportionate impact of coal trains on the
18 low-income neighborhoods.

19 A few years later I took a job at an
20 elementary school called Rattlesnake, and I had to
21 cross the tracks every day to get up there. Many
22 times I waited long periods for a train loaded with
23 coal to pass, and I thought about emergency vehicles
24 not being able to cross either.

25 One other thing, we do need jobs, but the

1 jobs need to be in renewable energy, solar and wind.
2 There's a lot of solar panels being put up in Missoula
3 right now. Jobs for the future in infrastructure like
4 highways and bridges, not jobs for the past. These
5 are some of why --

6 EVENT HOST: We'll call five more numbers.

7 CESAR: 7511, 7525, 7429, 7519, 7534.

8 SPEAKER 68: Hello. Thank you. I'm Kelly
9 Hardy.

10 I grew up in Wyoming, the heart of the Uinta
11 River Basin. I worked in the coal industry for 32
12 years. 400 million tons a year, about 80 loaded coal
13 trains go out of the area every day. About 30 of
14 those through Gillette, which is the area where I
15 live. I can assure you that the county and the city
16 are not covered in coal dust. You can go by the main
17 line and wipe the side of a train and not get black
18 stuff on your hand. I've been there and lived it.
19 All of my family, from my brothers, my kids, and
20 hopefully my grandkids can work there some day.

21 Coal has been good for Gillette. It's a
22 clean, healthy, progressive city. Coal has been good
23 for that community, and it would be good for yours
24 too. I support Millennium. Thank you.

25 SPEAKER 69: I'm Jackie Thompson from

1 Redmond, Washington.

2 A lot of people have talked about jobs and
3 jobs kept or jobs lost and how much money that's
4 involved with that.

5 There's some external costs of coal to the
6 economy that people haven't particularly addressed. A
7 lot of people have addressed health care, particularly
8 fine particulate effect on children. There's also
9 reduced effects by reduction of agriculture and timber
10 yields that has to be considered.

11 Then there's also the cleanup bill. There's
12 an article in The Wall Street Journal that says they
13 are estimating -- the coal companies are estimating
14 723 billion dollars in cleanup costs.

15 Now, Peabody Coal just declared bankruptcy
16 and a bunch of others have already done so including
17 Arch, which I believe is in the Wind River that people
18 are mentioning, but they're still bonded. There's not
19 going to be any money for cleanup. In that case, who
20 gets to pay for it? The people who live there
21 probably. All of us in the United States, no doubt.
22 The coal company is not going to be paying that.

23 Coal is a dying industry. Supporting this is
24 like buying stock in buggies and whips at the time of
25 the Model T Ford. Investing in infrastructure to

1 support coal is much better spent on cleanup,
2 education, and transition to sustainable energy now.
3 Thank you.

4 Speaker 70: My name is Patricia Bellamy. I
5 live in Portland, Oregon.

6 I'm here to urge you to do a comprehensive
7 health impact assessment. I'm a member of the Oregon
8 Nurses Association, ONA. ONA represents over 10,000
9 nurses and ONA has taken a strong position against
10 coal export and coal transport by rail. This is
11 recognized from safety and health risks.

12 I'm speaking with over 30 years' experience
13 caring for critically ill including burn patients.
14 Confirmed alarming reports of smoldering cars, coal
15 cars, and smoldering piles of coal dust should not be
16 taken anything but very seriously.

17 2016 is projected to be the warmest on record
18 with increases in wildfires.

19 Surfactant is sprayed on top of coal cars to
20 prevent coal dust from blowing off. Surfactant is not
21 a reliable sealant over the hundreds of miles from
22 application to terminal confirmed by a study by Daniel
23 Jaffe at University of Washington. This was done with
24 concurrent videos and air quality measurements.

25 Coal trains will be traveling through windy,

1 tinder dry areas, through cities and towns. How can
2 wildfires and smoldering rail cars or smoldering piles
3 of coal dust be anything but an unacceptable and
4 unmitigatable fire risk.

5 In case of a catastrophic fire here in
6 Spokane, citizens would need to be transported,
7 airlifted to Seattle. Spokane does not have a Trauma
8 1 or a critical care burn unit.

9 Say no to this proposal. Take the no-action
10 alternative and keep your beautiful city and region
11 safe. Thank you.

12 SPEAKER 71: Good afternoon. My name is
13 Bonnie, and I'm a former county commissioner.

14 I have an interest in this both personally
15 and as a former public official. As a public
16 official, I want to thank you very much. I know it's
17 a very serious job having sat on your side of the
18 table, and I know that there's many hours that you've
19 put into this and a lot of serious consideration.

20 My family live in the annihilation zone on
21 the other side of the tracks in Cheney, Washington.
22 My husband also has MS. If there were to be an
23 accident, we would really be literally up the creek.
24 We would not be able -- since we have moved there in
25 anticipation of these coal facilities, they have

1 increased in other tracks. There are many times that
2 we have to wait in excess of 15 minutes. That could
3 be critical when someone has had a stroke or other
4 emergencies that you have to do. My community of
5 Cheney will be increasingly cut off from these
6 emergency vehicles as more and more trains go by.

7 Those of us who have land near the tracks
8 will be adversely impacted by particulates, emergency
9 vehicle delays, drops in our property values.

10 As a citizen of the world and a farm owner, I
11 am impacted by climate change.

12 For all of these critical reasons, I'm in
13 support of the no-action option. Please, consider all
14 of the impacts and recommend the no-action option.
15 Thank you for your time.

16 EVENT HOST: And thank you.

17 Shall we draw additional lottery numbers,
18 Cesar?

19 CESAR: 7512, 7643, 7590, 7619, 7470.

20 SPEAKER 72: Hello. My name is Shane. I
21 live near Sandpoint, Idaho.

22 The Draft Environmental Impact Statement for
23 the Millennium Bulk Terminals proposal completely
24 ignores the grave consequences increased train traffic
25 would have on me, my community, and all of the other

1 cities and towns and residents outside of Washington
2 State.

3 From the extra train noise, diesel exhaust,
4 and coal dust, I'd have to deal with as I ride my
5 bicycle into town to the ambulance delayed by coal
6 trains that might not reach the stroke victim in time
7 to the baby woken in the night by a 125-car coal train
8 shaking the house.

9 This terminal is a bad idea for Sandpoint and
10 dozens of other rail side communities in Idaho,
11 Montana, and beyond.

12 An employer of thieves could claim job
13 creation as a benefit of their enterprise. Likewise
14 the 135 full-time jobs this coal terminal would create
15 would come at great cost. Millennium proposes to
16 diminish our quality of life, to rob our communities
17 of quiet and safety, and to steal from my peers and my
18 children-to-be and myself the hope of life
19 unencumbered by out of control climate change. We can
20 have family-wage jobs without jeopardizing families
21 across the globe.

22 The Draft EIS doesn't consider the impacts of
23 mercury pollution out of Washington State, yet it
24 acknowledges the atmospheric marketing examination is
25 a global problem. Are our contaminated fish and

1 children with learning disabilities unimportant if
2 they're outside the borders of Washington?

3 This proposal and its implications are a
4 global concern and they deserve global consideration.
5 Thank you for your time.

6 SPEAKER 73: My name is (inaudible). I live
7 in Helena, Montana, a town affected by rail.

8 The Draft EIS is deficient in its coverage of
9 the impact to Montana. As a member of Northern Plains
10 Resource Council, we have organized two people's
11 hearings and collected and submitted written comments,
12 verbal comments, and brought 21 Montanans here today.

13 Personally I am deeply affected and care
14 deeply about our rail community. I work an alternate
15 schedule even now in part to avoid rail crossing
16 delays twice a day.

17 The EIS should include impacts to Montana or
18 the no-action alternative.

19 SPEAKER 74: Good afternoon. My name is
20 Rebecca Ward. I'm from Bozeman, Montana.

21 Impact of the Millennium Bulk Terminals
22 extend far beyond Longview or even the state of
23 Washington.

24 I ask you to give weight to any decision
25 about this project only after you consider the massive

1 impact increased coal activity including mining,
2 transportation, and consumption that will occur with
3 this project.

4 Montana towns are bisected by rail lines.
5 Increased rail traffic that will occur as a result of
6 this project pose significant health hazards. An
7 increase in coal trains will severely impact
8 communities' emergency response time given the barrier
9 trains form. Quality of life will be reduced due to
10 increased noise and traffic congestion.

11 I also ask you to consider the legacy being
12 created. At a time when the climate is changing, are
13 we to ask caretakers of this planet to risk even
14 greater amounts of carbon dioxide into the atmosphere?

15 Coal burned anywhere on this planet
16 negatively impacts our health, quality of life in the
17 U.S., and our children's futures.

18 Is our legacy to future generations to be one
19 of significantly higher temperatures, increased
20 wildfires, catastrophic storms, all of which are due
21 to fossil fuel consumption, or will future generations
22 look back at us as having the courage, common sense,
23 and vision to reduce our use of fossil fuels?

24 Please consider the legacy that you are
25 leaving and recommend no action. Thank you.

1 SPEAKER 75: Good afternoon. My name is Bob.
2 I'm a resident of Ponderay County in Fort Washington.

3 I'm asking that responsible officials find
4 that this project has a significant impact to the
5 environment. The fact sheets that are associated with
6 this DEIS are essentially smoking mirrors distracting
7 from the crux of the issues. The DEIS fails to
8 address the impurities embedded with the coal
9 adequately. Garbage in, garbage out.

10 This project over time will result in a site
11 that is 1,000 or more feet in width and 1,000 or more
12 miles in length.

13 The impact of the proposal are cumulative.
14 Nearly every impact has a cumulative impact that is
15 inadequately mitigated. These impacts do not end in
16 2038, but continue on for generations.

17 The U.S. has pacts with many countries to
18 reduce the burning of fossil fuels. Globally, we are
19 currently extracting more fossil fuels every year than
20 Mother Earth can regenerate.

21 Please find this project environmentally
22 significant and deny the permit. Thank you.

23 EVENT HOST: And thank you, sir. We'll just
24 have time for a couple more speakers, but we will keep
25 the speakers in the cue valid from four to five and

1 the numbers valid, so a break coming up after two
2 speakers.

3 Go ahead.

4 SPEAKER 76: My name is Nate. I live and
5 work in Missoula, Montana.

6 I just graduated with a Master's in Science
7 in Environmental Studies. I envision spending a whole
8 lot of time studying ecology and policy. I also spent
9 a lot of my last three years learning a lot about the
10 craft of storytelling. I taught an English
11 undergraduate writing class at the university. So I
12 know a lot when it comes to a bad essay or bad
13 writing, and I'll tell you a couple of conditions for
14 that, not very imaginative, lofty assumptions, faulty
15 logic, preachy didactic. I'm in the business now of
16 writing better stories, new stories, myself. I think
17 a lot of us here are here to write a better new story.

18 Unfortunately, we're concerned about the old
19 story which is one of the effectuating reasons for
20 climate chaos. We're actually here to write a new
21 story, one of life, of vitality, of functioning
22 feedback loops, of self-correction, humility,
23 restraint, community vibrancy.

24 Our old stories are failing us. Our old
25 stories are failing us. They're unimaginative,

1 they're boring, they're terrifying. So let's give
2 ourselves a little more credit as creative
3 storytellers, let's stretch our imaginations.

4 Every time you hear the word Longview, I
5 invite you to write in your margins longer view which
6 is accept the longer view, one that's a viable future
7 for this planet not just simply jobs and short-term
8 gain. Thanks.

9 EVENT HOST: We'll have time for one more
10 speaker, and you'll have two minutes.

11 Any of the speakers in the cue, you're
12 welcome to return in the same order at five o'clock,
13 and the open house will remain open.

14 Please.

15 SPEAKER 77: I'm Laura Morris. I'm a
16 semi-retired teacher presently living in Missoula,
17 Montana.

18 I'm not unappreciative of the hard work that
19 people in the coal industry have done to keep our
20 homes warm and businesses operating but education has
21 taught me that continued use of fossil fuels is not
22 without heavy cost.

23 These costs include risk to our health, to
24 wildlife, including disappearance of species, and to
25 agriculture due to toxins and extraction and burning

1 fossil fuels add to our air, soil, and water as well
2 as the changes they cause in our climate.

3 I grew up in an America where we could be
4 proud that our country was the leader in innovation
5 that brought great inventions, comforts, and
6 conveniences to our life, but at the same time we have
7 a need to be aware of mistakes along the way. We must
8 understand that when we are overambitiously exploiting
9 Earth's resources, we endanger life on this planet.

10 I don't understand an attitude of hanging
11 onto the traditional such as coal burning while people
12 around the globe are researching safer and better
13 means of energy production which promises an abundance
14 of jobs.

15 They do this noise that old traditional means
16 have been proven by the vast majority of our
17 scientists in peer-review studies to cause devastation
18 here and now and to continue on this path means
19 greater devastation for up and coming generations.

20 EVENT HOST: Thank you.

21 Thank you all for your patience. We are
22 going to have a one-hour break from taking public
23 testimony in the main venue and just to assure you
24 that the lottery draw numbers will remain valid from
25 this afternoon's session to this evening's session.

1 Feel free to check out the open house. You
2 can speak to the court reporters in the quiet rooms or
3 fill out comment cards, and we'll resume here at five
4 o'clock. The public hearing will resume, and we'll
5 have a brief presentation and resume testimony. Thank
6 you.

7 (The afternoon session of the public meeting
8 concluded at 4:00 p.m.)

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I, Heather Guevarra, a Certified Court Reporter for Washington, pursuant to RCW 5.28.010 authorized to administer oaths and affirmations in and for the State of Washington, do hereby certify that the proceedings were personally held before me at the time and place set forth in the caption hereof; that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guideline; and that the foregoing transcript, pages 1 to 120, both inclusive, constitutes a full, true and accurate record of all such testimony adduced and oral proceedings had, and of the whole thereof.

Witness my hand and CCR stamp at Vancouver, Washington, this 9th day of June 2016.



HEATHER GUEVARRA
Certified Court Reporter
Certificate No. 3123

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