Nancy Nadel
> On Sep 30, 2015, at 10:51 AM, "Nancy Nadel" <nnadel@gmail.com> wrote:
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> Dear Councilmembers,
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> I am submitting this in response to your decision to keep the coal public hearing open and would like my comments to be part of the public record.
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> I was most disturbed yesterday when I received a series of questions from Winnie Woo for Claudia Cappio which was sent to all the people who testified but are clearly meant for a response predominantly by the developer. I have attached them. They are not questions from an objective party seeking data. They are framed in such a way as to assume that there is a compromise that would allow coal and not harm the community or the environment. That is not objective research. For example, instead of calling the freight train company to determine whether there are indeed trains with coal regularly coming through Oakland as we did, Claudia not only suggests there are, but wonders why it wouldn't make more sense for the Richmond trains to come to the proposed Oakland terminal because it will be safer and she asks, what emissions are currently coming off coal cars in Oakland.
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> In contrast, Pastor B.K. Woodson spoke to John Perez, Director of Port Affairs for Union Pacific on a speaker line with other pastors present. Perez said that coal trains don't come through Oakland. The one sighting in early September was an anomaly says Perez. Lora Jo Foo spoke to Perez who repeated what he said to Woodson. Perez also said that historically, coal has been transported through Oakland but not for at least a decade. There's no coal coming through now. Regarding the early Sept. sighting, he said the 100 car train was sent to Oakland by mistake and once they learned of it, it was immediately moved to Richmond.
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> The points I want to reiterate are the health and safety issues. The White Paper issued by HDR, the contractor for CCIG, says that 85% of the coal dust would be removed by the procedures that the transport company would put in place. Some of those mitigations, like covering the coal cars are not something the transport company has the authority to require. Therefore there is no certainty that 85% of emissions would be eliminated. In addition, the White Paper doesn't take into consideration sensitive receptors. Dr. Ostro, who spoke at the hearing stated that a population sensitive to PM 2.5 like the 1 in 5 West Oakland children who have asthma, would be negatively affected by any additional pollution. the remaining 15% of emissions that CCIG's contractor considers negligible could trigger an asthma attack in many children. That means, a near death experience, unable to breathe, let alone, a day out of school and unable to participate normally.
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> Please be sure that your staff gets you the health data from the county hospital, the county health officer and the school district. Please be sure that your staff gets you the train information from the
train company. That is the objective research you should be getting.

> The other sensitive receptor population is the many homeless people currently camped along the length of railroad tracks in West Oakland. These are mostly seniors of color. They are not people that Pastor Barnes suggested will benefit by the terminal by getting jobs. They are seniors, predominantly African American, with no healthcare, often with an existing health problem (mental, substance) living immediately adjacent to the railroad tracks. Take a drive up Wood Street and see for yourself.

> With respect to safety, where are the questions about sea level rise and sea water intrusion protections for the terminal.

> As I said at the public hearing, you have the data you need to prove health and safety issues are unmitigatable. Please act accordingly.

> Sincerely

> Nancy Nadel
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