

8/22/17

Bill Hall, president of the AOC, has submitted a letter to the Federal Energy Regulatory Commission in support of the Jordan Cove Energy Project. Does Mr. Hall indeed speak for our county commission?

A Canadian company plans to pipe fracked gas thru Oregon to Coos Bay, where a newly-constructed terminal would produce liquified gas solely for export to customers overseas. The plant would be a huge emitter of greenhouse gases. Jordan Cove has submitted a revised project proposal, after being tied up in permitting processes for over 10 years, and denied by FERC in 2016 because the company showed (quote) "little or no evidence of market need".

Mr. Hall's letter cites figures about jobs that are misleading and inaccurate. His letter states that "This project is expected to bring thirty-five hundred construction jobs at peak with an average construction workforce of eighteen hundred jobs over a four and a half year period." But the company's own website says "During construction, Jordan Cove will employ an average of 930 people over a four-year period". Again, Mr. Hall's letter states "When completed, the project will employ 250 permanent workers", whereas the website states that only 175 people would be permanently employed. And most of these jobs would not be filled by local workers.

This letter addresses none of the serious negative impacts, including

1. The likelihood of an earthquake on the Cascadia Subduction zone and tsunami that would demolish the plant.
2. Dredging, construction, and the passage of huge tankers that would damage the local ecosystems.
2. Gas leaks, fires and explosions.
3. The use of Eminent Domain to take land from private landowners.
4. Harm to local businesses such as oyster farms, fishing and tourism.
5. Of particular interest to Lane County, as the home of UO, the Oregon Institute of Marine Biology is located in Charleston, OR near the mouth of Coos Bay. Professors, visiting researchers and students, including my son, would be in danger, and the work of the Institute would be threatened by alterations in the ecology of the Bay.

The members of 350 Eugene and many other concerned citizens of Lane County are firmly opposed to this project. We urge the Commission to write to FERC to counter Mr. Hall's endorsement.



July 6, 2017

Ms. Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE  
Washington, DC 20426

**Re: Docket PF17-4-000**

As President of the Association of Oregon Counties, I am writing regarding the proposed Jordan Cove and Pacific Connector project. Since 1906, AOC has advocated, communicated, and educated through information sharing and consensus development.

In Oregon, counties are involved in providing access to a wide range of important public services like public and mental health, community corrections, juvenile services, criminal prosecution, hospitals and nursing homes, airports, parks, libraries, land-use planning and economic development including urban renewal and building regulations, refuse disposal and air-pollution control, elections, veterans and senior services, public housing, county fairs, museums, animal control, civil defense, and many others.

Many government services that impact people's daily lives (including those noted above) are provided at the county level. With financial challenges facing government at all levels, Oregon counties are on the front line of making sure those vital public services continue and the people who need them receive them.

That is why AOC is writing on behalf of Coos, Douglas and Klamath counties, in support of their vision for the Jordan Cove and Pacific Connector project. We urge FERC to consider in its analysis the benefits the project will bring to these counties in the form of increased tax revenue and other community benefits. Though there are other issues for the subject counties allied with a project this large and complex, the project developer and counties are working to minimize those issues which may impact the public.

These largely rural Oregon counties have been disproportionately impacted by the loss of timber and other natural resource jobs and tax revenue, more so than Oregon's urban counties. Public services that were taken for granted such as libraries and law enforcement protection have been curtailed. Douglas County is currently in the process of closing its library system due to lack of funds. Painful decisions such as these are forced upon Oregon's rural counties because they often



have large percentages of their land in federal or state ownership, which severely restricts their tax base and opportunities. New jobs and investment are scarce and their economies are suffering as a result.

The Jordan Cove and Pacific Connector project will provide a great boost in tax revenue for the counties it crosses. Jordan Cove indicates they will pay approximately \$40 million in annual payments in lieu of taxes in Coos County, and Pacific Connector will pay approximately \$5 million annually each to Coos, Douglas, Klamath and Jackson counties. Together, this is \$60 million *every year* to support county governments that are struggling to pay for basic public services.

This project is expected to bring 3,500 construction jobs at peak with an average construction workforce of 1,800 over a four-and-a-half-year period. These will be highly paid construction workers, spending money in the communities in which they will be working, creating a positive economic ripple effect. And when completed, the project will employ 250 permanent workers at an average wage of \$75,000 per year, more than twice the average per capita wage in Southern Oregon. High-wage, professional jobs such as these are difficult to attract to rural areas.

As FERC completes its analysis of this project, we hope that these comments, as well as those of the counties, will be taken into consideration; and we look forward to approval by FERC of Jordan Cove and Pacific Connector.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bill Hall". The signature is fluid and cursive, with the first name "Bill" being more prominent than the last name "Hall".

Bill Hall, President  
Association of Oregon Counties

cc: Counties of Coos, Douglas and Klamath

*extremely*  
I am speaking today because I am *extremely* concerned about the death of the eco system that supports our survival.

*99% Worlds*  
Scientists tell us 350 pts per million of carbon is the safe upper limit for the planet humans evolved on

Yet continuing to burn fossil fuels has caused us to be at 408 ppm and that is currently is fueling climate change.

14 of the last 15 years have been the hottest years on record in the 21<sup>st</sup> century.

We are experiencing increased melting of glaciers, Sea ice at record lows, Monster storms, vast hurricanes, crop failures, draughts and floods, fires we cannot put out  
we are experiencing extinction at levels last seen 55 millions years ago  
200 species go extinct a day...every day. Giraffes and cheetahs are going extinct

The Ocean cannot absorb any more of the carbon we burn and Ocean acidification has caused collapse of 50% of the coral reefs.

90% of the large fish are gone and scientists say the changes in the seas are unprecedented.

18 million acres of trees are destroyed every year - *for 25 yrs watched D.F. grow - now they are dying*  
Computer models predict the rainforest will be gone in this century  
*They look like ghosts or skeletons*

*we* Humans have created have Environmental laws that legalize and permit the destruction of the planet.

Such a tremendous problem/what can we do? Little lane County has no power to effect climate change.

*oh* But Yes, we can make a difference

In Southern Oregon a Canadian corporation plans to build what would become the largest polluter in all of Oregon.

They want to export 1.2 billion cubic feet per day of fracked gas from Colorado and Wyoming and perhaps Canada to Asia. *12% of LNG/methane leaks - add that to burning in Asia*

The project is called the Jordan Cove Pacific Connector pipeline and export terminal....  
and for the sake of humanity and especially the horrible mess of a planet we are leaving our children and grandchildren. *ppm ↑*

*The project touts job, jobs about the job lost or habitat lost*  
It is my hope that LCC will take a stand against this violent and destructive project for people and the planet.

It is my current experience that people are waking up to a new understanding of all is required of us at this time in history.

Let Lane County stand on the moral and right side of helping to stop climate destruction.

**From:** Peter Thurston [mailto:thurstop@gmail.com]

**Sent:** Tuesday, August 15, 2017 8:25 PM

**To:** TAYLOR Becky

**Subject:** Public Comment

Becky, thank you for delivering the following public comment to the Commissioners when you present the Beaver-Hunsaker Corridor Plan this next week. Peter

August 15, 2017

TO: Lane County Board of Commissioners

FROM: Peter Thurston, 446 Black foot Ave, Eugene OR 97404

Subject: Safety Issues -- Beaver-Hunsaker Corridor Plan and Multi-Use Path and Trail

There are safety issues along Beaver street to Hunsaker. The intersection at Division and Beaver is unsafe for bicyclists. Solutions to these problems have been identified, and a safer way for bikes and pedestrians from Division north to Wilkes Drive needs to be implemented right away. These safety improvements should be undertaken even though funding from ODOT for other Beltline corridor improvements appear to be delayed.

Best case is to acquire right of way along the westerly edge of Delta gravel, connect to Wilkes Drive via path or streets north of Delta gravel. This also safely connects the north end of the river paths that end at Division to routes that reach north Santa Clara neighborhood and Willamette River access.

If the above best solution is not immediately available, then a right of way along Beaver and temporary access along the power line right of way can provide safe passage for bikes and pedestrians while other traffic solutions from Beltline along Beaver/Hunsaker await funding.

Please approve the Beaver-Hunsaker Corridor Plan and provide resources to develop safe multi-use paths and secure other funding needed to complete these improvements.