

Greenhouse Gas/Energy Conservation Team

Meeting Agenda

May 13, 2010 12:00-2:00 pm
140 W. Pine, City Council Chambers

Members: Brian Kerns, Ben Schmidt, Julie Osborn, Ross Keogh, John Freer, Katie George and Owen Weber

Facilitators: Susan Anderson (Sustainable Business Council), Gary Bakke (Chamber of Commerce)

- I. **Call to Order:** The meeting was called to order at 12:00 PM

- II. **Roll Call:** Ben Schmidt, Brian Kerns, Julie Osborn, John Freer and Owen Weber
Absent: Katie George, Ross Keogh (excused absences)
Others present: Christine Ross, Gary Bakke, Don Sims, Yaicha Bookhout, John Wolverton, Brent Rowley, and Chase Jones

- III. **Announcements**
Mr. Schmidt is on the September agenda for the Mayor's Climate Action Group to present the Green Power REC program. If there are any groups that team members think would be interested, let Ben know.

- IV. **Public comments on items not listed on the agenda. (Required by law)**
NONE

- V. **Approve meeting minutes of April 8, 2010.**
Mr. Schmidt moved to approve the minutes of April 8, 2010 and asked if there are any objections. Seeing none, the motion passed.

Mr. Schmidt moved to amend the agenda by moving VIII Action Item to first item on agenda, and asked if there are any objections. Seeing none, the motion passed.

- VI. **Administrative**
City Web Page Update, Ben

Renewable Energy Credits Marketing (Ben, Julie and Brian, 20 minutes)

Team Logo Final Comments – Wording, Color

Public Comment: none

- VII. **Non-Action Items**
A. Missoula Green Building Initiative Subcommittee Update

- VIII. **Action Items**

Alberta Tar Sands Trucks Through Missoula – Guest speaker so this topic first at noon. (Owen Weber – 30 minutes) This is really an informational presentation as it is central to the mission of the team in the area of greenhouse gas emissions.

Mr. Weber introduced Yaicha Bookhout with UM Climate Action Now Group which is also a part of the No Shipment Group, Brent Rowley with Northern Rockies Rising Tide and John Wolverton with the Montana Chapter of the Sierra Club, which is part of the roundtable No Shipments Group.

Ms. Bookhout started the presentation by explaining the process of mining tar sands which are large deposits of bitumen located in Alberta, Canada at the Kearl mine with steam extraction to separate the oil from the mixture. This process produces at least three times the carbon emissions of regular oil production and is a top industrial contributor to climate change. This is one of the largest industrial projects in history.

Mr. Rowley said the transportation of the machines which process the steam for extraction of the oil from the tar sands is what will be coming through the corridor which includes Missoula. He went on to state the details of the size and weight of these modules and the modifications to roadways and structures necessary to accommodate their travel in Missoula County.

What people are calling for is a (national) environmental impact statement as this project involves many states, federal stimulus monies, will use international corporation employees, the impact is large and a less involved environmental assessment does not address all the issues and concerns. Exxon did the EA not the state DOT and had no contingency plans for removing trucks out of the Lochsa River if one were to slide off the road. The EA also did not take into consideration the climate impacts of greenhouse gas emissions of the project which can be included in the scoping process.

The Comment period for EA closes tomorrow; citizens are trying to get it extended. The State DOT has received so many comments that the web server crashed days ago. To find out more on this issue, visit the Northern Rockies Rising Tide website <http://northernrockiesrisingtide.wordpress.com/> and the no shipments network website

NREPA

The Department of Transportation has released an Environmental Assessment alone will; normal weight limit on MT roads is 80K lbs., one of these modules with one push-n-pull truck is 580K lbs.

Conoco Phillips is saying they will be using this route this summer even though they have not gone thru the permitting process yet. Port of Lewiston Idaho is expanding thanks to stimulus money and says they will be receiving this equipment and this route will be used to transport it. Shipping equipment to coal field in eastern MT and Wyoming using this route; a company Emeritt Coal in talks with Port of Lewiston to offload and use this route in the future.

DOT has some facts about this route: close the road and use giant turn outs every 2.5 miles. Modify traffic structures to have swivel traffic lights, like on Reserve St. In Missoula County: build 38 turn outs, modify 26 traffic lights and bury 153 power lines. Transporting

at night to reduce impact on business; building those turn outs will impact amounts of salt in winter to keep those clear over Lolo pass for example will have some effects.

There were a lot of other facts that the presenters listed: environmental degradation, impact, and is highly water intensive leaving behind toxic tailings and second highest rate of deforestation behind the Amazon Basin in the Alberta Boreal Forest.

This process is water intensive, only 10% of which can be returned to the Athabasca River as it will be highly toxic and polluted. Indigenous people live near this project site and have reported increased incidence of cardiovascular and respiratory diseases, MS and rare types of cancer do to the toxic waste leeching from the tailings ponds.

Land being developed was not preceded by the first nations; they are not being compensated for this activity on their land.

Power point presentation as slide show showed what the equipment module would look like and explained and showed the process of this mining from tar sands.

In addition, you can submit your own written comments directly to the Montana Department of Transportation at mdtcommentskearl@mt.gov

Join UM Climate Action Now, Northern Rockies Rising Tide, and the No Shipments Network in supporting a strong resolution (see <http://www.ci.missoula.mt.us/DocumentView.aspx?DID=3697> for full resolution) the City Council will be voting on stating the City's concerns about the proposed project (see <http://www.ci.missoula.mt.us/DocumentView.aspx?DID=3697> in opposition to the Tar Sands truck corridor:

IX. Adjournment:

The meeting adjourned.

Respectfully submitted

Christine Ross
Office of Neighborhoods

