

Excerpt (non-confidential) from J. Hogan 30(b)(6)  
testimony on behalf of PSE  
(1/7/2021)

**In the Matter Of:**

*ADVOCATES FOR A CLEANER TACOMA vs*

*PUGET SOUND CLEAN AIR AGENCY*

---

*JAMES HOGAN*

*January 07, 2021*

---



1                   A F T E R N O O N           S E S S I O N

2                   (Time noted: 1:30 p.m.)

3                   THE VIDEOGRAPHER: 1:30 p.m. We're back  
4 on the record.

5                   -----

6                   JAMES HOGAN

7 resumed as a witness and testified further as follows:

8                   -----

9                   CONTINUED EXAMINATION

10 BY MR. THOMAS:

11                 Q.     Mr. Hogan, I'm going to spend just a few  
12 minutes here talking about the end-use topic.

13                   I understand that you've had  
14 conversations with the Earthjustice attorneys about  
15 marine vessels and trucks to some extent, so I won't  
16 recanvass any of that.

17                   I want to talk for just a few minutes  
18 about rail. And we've talked with your colleague  
19 Mr. Littauer about sales to rails. And so he  
20 provided testimony on that. I've got just a few  
21 questions for you about infrastructure and capacity  
22 for the rail end-use.

23                   Are you able to answer a couple of  
24 questions about that?

25                 A.     Certainly.

1 Q. Okay. All right.

2 MR. THOMAS: Let's call up OMW 29,  
3 please.

4 THE REPORTER: Exhibit 15.

5 MR. THOMAS: I guess, before we do that,  
6 in current events --

7 I'm sorry. This is what exhibit?

8 THE REPORTER: 15.

9 MR. THOMAS: 15.

10 (Exhibit 15 marked for identification.)

11 BY MR. THOMAS:

12 Q. In current events, did you hear  
13 Secretary Chao resigned from the Department of  
14 Transportation today?

15 A. No, I have not.

16 Q. So Exhibit 17 here, are you familiar  
17 with this document and the information presented in  
18 it?

19 A. Yes.

20 Q. Okay. And can you tell me what this is?

21 A. I believe that this is a copy that was  
22 on the Puget LNG website at one time.

23 Q. Okay. And I'm looking at "Capabilities"  
24 on the first page of this -- I think it's a  
25 four-page document.

1 Do you see "Capabilities" about halfway  
2 down the page?

3 A. Yes.

4 Q. And do you see the last bullet there  
5 that says: "Rail spur on site for future potential  
6 rail car loading"?

7 A. Yes.

8 Q. Okay. So is there a rail spur on-site  
9 at the Tacoma LNG facility?

10 A. There is a rail spur that was used by  
11 prior tenants. However, it's not connected to  
12 the -- it's not connected to the railroad out on  
13 Alexander Avenue. There's no switch.

14 Q. Okay. So, then, why was this bullet, if  
15 you know, provided on the Puget LNG website for  
16 marketing purposes?

17 A. Well, this was done by the marketing  
18 person without consulting with me.

19 Q. And do you have any knowledge regarding  
20 PSE's plans for its LNG end product to be  
21 transported by railcar in the future?

22 A. No, not specifically. I know it's been  
23 talked about. But rail transportation of LNG is  
24 only a very, very recent development, I believe, in  
25 the last 18 months or so, so it's not really an

1 existing market.

2 Q. Okay. And you said it's been talked  
3 about. It's been talked about by who specifically?

4 A. The marketing people.

5 Q. Okay. And can you give me a sense of  
6 what those discussions have entailed?

7 A. Well, you know, the fact that the  
8 facility is located in the port, and there's quite a  
9 bit of rail infrastructure in the port.

10 I think the marketing folks were looking  
11 at making sure to emphasize that if and when LNG by  
12 rail became a viable way of transporting LNG, that  
13 there is rail service to almost directly to the  
14 site. As I mentioned, there's no switch, so the  
15 spur that comes into the site is not connected to  
16 the rail. And then, also, I don't know the  
17 condition of that rail spur, if it would be suitable  
18 for an LNG tanker car.

19 Q. Okay. And you said the marketing folks  
20 were talking about a change in condition.

21 Are you talking about the recent  
22 regulatory change that now allows for the  
23 transportation of LNG by rail?

24 A. Yes.

25 Q. Okay. So in light of that regulatory

1 change, I just want to make sure I'm taking away an  
2 accurate understanding of what you're telling me.

3 So are you saying in light of that  
4 change, the marketing people are beginning to look  
5 at transporting the LNG end product by rail?

6 MR. FRANK: Again, object to the scope  
7 to the extent that this is about marketing, and not  
8 about the design of the facility.

9 Q. Correct. And I'm just asking about your  
10 conversations that you've heard from the marketing  
11 team.

12 A. You know, I'm not aware of anything. As  
13 far as I understand, there's really not any market  
14 for transportation of LNG by rail.

15 Q. Okay. If we could go down to the second  
16 page of this document just very briefly.

17 And do you see this diagram being  
18 depicted sort of in the top half of this page?

19 A. Yes.

20 Q. All right. Can you explain to me what's  
21 being depicted here? And I see a fire wall between  
22 "UTC" and "Fuel Sales."

23 Can you walk me through this diagram?

24 A. Yes. So the facility is owned by two  
25 different energy -- entities: one being Puget Sound