

Submission Number: *MBTL-SEPA-DEIS-0001352*

Received: 5/26/2016 7:13:46 PM

Commenter: Shailah Geist

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0001354*

Received: 5/26/2016 7:14:20 PM

Commenter: Tristen Geist

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. Thank you for listening.

Submission Number: *MBTL-SEPA-DEIS-0002061*

Received: 6/7/2016 4:26:34 PM

Commenter: Damon George

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Look, without continued innovation and reinvestment in our areas biggest assets this town and the community will slowly die. We do not have the luxury of waiting for a super pillow factory or whatever you think is the next perfect industry to choose our little spot of heaven. Some people who have voiced their opinions are already out of the workforce and want their little town to stay the same. Sorry but soon as we loose one of our major employers we will see how fast a town can die. First to go will be all the mom and pop businesses, they simply cannot compete for same dollars people spend when they have enough. Walmart will be the only place left to shop, people will be shopping only on certain days of the month, that will be when their state and federal subsidies are paid out. Folks We have had coal trains coming through LONGVIEW and KELSO for years. Do you see any Coal Dust? Its simply not true. Having a Company the size of Millennium Want to invest here is half the battle. Don't make your decision based on what you hear at your weekly card game. Educate yourself, make your own educated decision. It is one of the only true freedoms we have left. Don't let someone else make your decisions for you. Or you can do nothing and watch our little town turn into Washington States largest Low income community. We are already half there. The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied ' it's time to move this proposal forward! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

MILLENNIUM Bulk Terminals - Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|--|---|---|
| <input type="checkbox"/> Noise | <input type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input type="checkbox"/> Human Health | <input type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Rail Transportation <i>CREWS</i> | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

*NO COMPUTER - SEND BY U.S. MAIL -
MILE MARKERS IN PROCESS, PROJECT UPDATES,
AND COPY OF MY TESTAMONY TODAY 6/02/16
REGARDING STATUS OF TRAIN & ENGINE CREWS
ON BNSF RAILWAY.*

BNSF READY TO HANDLE THE "MILLENNIUM" CUSTOMER.

F. W. GEORGE

(comment continued)

*co 84 WALDRON STR.
RICHLAND, WA. 99354*

(additional space is provided on the back)

Submission Number: *MBTL-SEPA-DEIS-0001026*

Received: 5/24/2016 6:15:03 PM

Commenter: RUBY GEORGE

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Thank you for reviewing my comments today.

Submission Number: *MBTL-SEPA-DEIS-0003273*

Received: 6/13/2016 7:28:44 PM

Commenter: Ayssa Gerhard

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0001237*

Received: 5/26/2016 6:11:32 PM

Commenter: Julia Gerlach

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean \$70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: *TRANS-PASCO-Q1-00002*

Received: 7/14/2016 9:55:50 AM

Commenter: Fred Geroge

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Fred W. George. I'm a career railroad employee from the 1960s in both American and labor. I started on the Union Pacific in 1967, Steel Gang 2701 on dam reconstruction on the Snake River.

I went to law school. From law school I went to the BN management headquarters in St. Paul, Minnesota.

I was appointed a rules examiner safety supervisor, Chicago Region, which included Illinois, Iowa, and Missouri. I worked on the Metropolis, Illinois coal project at the tip of Illinois from train to plant and train to barge.

I have previous experience in this subject, to the subject at hand today. I transferred to Galesburg, Illinois, and at Galesburg, Illinois near there, in a town of McQwin, two weeks prior to when I arrived, five men were killed in a head-on collision.

After I was appointed safety supervisor in that area, no men were killed after that, although there were sole injuries. We had serious safety problems, which is not anywhere close to the safe operations we have today.

My job in the management was to sign the rules cards. I've trained engine men, proving that they were competent in the operating code of rules for safe railroad operations.

In 1976 I have returned to Pasco as a switchmen. I worked with the local officers of UTU Local 977. I was in the Legislative Department of the United Transportation Union. I worked with Local 1637, Vancouver, Washington, along with various NP chairmen and General Chairman Fitzgerald.

I also worked with State Legislature Director Rider Wrath. These were all regarding safety, railroad safety. I have appeared in Federal and Oregon State courts on railroad operations. I have filed complaints with the FRA.

I retired from the BNSF in Pasco in 2006, and the management was glad to see me go. I am not a yes man or lackey

Based on my background and experience, I give the following testimony: Concerning whether the BNSF Railroad is in its totality prepared for increasing trains, crews, and tonnage of the Millennium customer.

In my judgment, I answer the following questions. Number one, will the track hold the tonnage? The tracks are the foundation of the house. Billions have been spent in Washington on tracks and signal systems? The answer is yes. The Maintenance and Way Department has done its job.

Number two, are the crews properly trained for the weight of increasing trains in motion? This is my primary focus, the training of crews.

I have personally trained many of the crews from their first employment in Pasco yard. That was the old days. Modern crews go to school in Orland Park, Kansas. They are technologically competent and rules compliant. BNSF crews trainmen and engineers are properly trained in correct understanding of the rules. Their also certified tied by the FRA, the Federal Railroad Administration. The answer to the question is yes. They're properly trained. They can't handle increased trains and tonnage.

Also there's a record of coal train derailments. There's only one of sizable measure at Meso, Washington. The entire area of Mesa was related, complete. Coal dust, a surfactant, a waxy-like substance is sprayed on railroad cars.

Soda ash trains which run heavy on the Union Pacific release more dust than any coal dust from the coal train.

My conclusion is that BNSF is ready, track, train and engine crews. In totality they are prepared for increasing tonnage and increasing trains, both loaded and empty. They will put safety in action.

Distributive power. I would like to speak a little bit about distributive power, or DP power. In the old days locomotives pulled these trains from the head end, as everybody knows. Occasionally, in mountain territory, a separate crew with helper engines would go to the rear of the train and would push.

Now the railroad has distributive power. Distributive power means there's locomotive space within the train. They can be on the head end, they can be two-thirds of the way back, or they can be on the rear, or any combination fitting the power manager or the distribution of tonnage within the train. This is important. This is called track train dynamics.

These are modern trains now that have the locomotive pulling and pushing power inside the framework of the train to even it out. So they're not surges of physical forces inside the train which cause derailments by literally pushing the cars off the track.

This is a very interesting development that's been made routine now in the railroad world. They'd had trouble with this before with slave units, radio controls with slave units, but now they've got it down to a real science now, and they're able to space locomotive power on the head end under the control of the engineer, and then other locomotives, mostly in these trains, coal trains, would be on the rear end where they would have like two locomotives on the front and two locomotives on the rear. And that they would total would be under control of the locomotive engineer in the lead unit. And this reduces the physical forces inside the train, making it less likely that you'll have a derailment by simply pushing the cars off the track by locomotive power.

Submission Number: *MBTL-SEPA-DEIS-0002620*

Received: 6/13/2016 11:38:19 AM

Commenter: Cristal Gervais

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0001186*

Received: 5/25/2016 9:14:08 PM

Commenter: Steven Ghan

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The proposal is to expand the terminal capacity to export sufficient coal to produce 31 million metric tons of CO₂ emissions into the atmosphere each year. This magnitude of emissions is a factor of nearly ten greater than the 3.2 million metric tons of annual emissions expected in 2028 under the 2015 U. S. Energy Policy Scenario. The only financial justification for such a large capacity would be if the 2015 U. S. Energy Policy is abandoned. As a climate scientist I find such an outcome to be dangerous and irresponsible. Climate science has already demonstrated the dominant role of carbon dioxide in prehistoric climate change and of fossil carbon combustion in driving recent and future climate change. Almost all nations have submitted pledges to substantially reduce carbon emissions to prevent the most catastrophic impacts of climate change. Approval of the coal terminal expansion to the requested capacity would undermine the commitment of the U. S. to its responsibility to reduce greenhouse gas emissions substantially in the next few decades.

Submission Number: *MBTL-SEPA-DEIS-0001579*

Received: 5/31/2016 5:22:57 PM

Commenter: Ben Giacalone

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: MBTL-SEPA-DEIS-0001714

Received: 5/31/2016 10:41:05 PM

Commenter: Joseph Giampietro

Organization: NK Architects

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dept of Ecology staff: I respectfully submit my thoughts and opinions to you that the proposed Millenium Bulk Terminal at Longview WA is not of meaningful long term value to the residents of Washington. In fact, the transport of coal is not only harmful in transport (dust and bad air quality) in use (carbon pollution of the earth's atmosphere) planet management (climate disruption) and impoverishment of all species, it is also a dying business that will cease to be worth investing our state's efforts to legitimize and support. Why is that? Energy conservation and renewable energy production have now combined with common sense to make all fossil fuels subject to decreased value over time and creating failed investments made up of stranded assets. Already we find 50% or more of the fossil fuel reserves being set aside as too expensive to remove and process compared to wind and solar PV energy sources. All investments in the fossil fuel Industry are at risk of precipitous decline from competing alternatives. My work in the commercial building industry has shown that 50% reductions in building energy use is now feasible for less than the cost of displaced energy. With the auto transportation options now available for electric cars, tranport energy will soon drop by 60 to 80 percent. The basic economics of coal, oil and natural gas are soon to found to be at risk and are now being devalued in the public trading markets. Please use common sense as well as good science in putting a stop to this temporary port operation that is Millenium Bulk Terminal. It is a dangerous and short term investment in a dying industry. Thank you, Joe Giampietro

Submission Number: *MBTL-SEPA-DEIS-0000556*

Received: 5/19/2016 6:02:47 PM

Commenter: Dona Gibbons

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county, not to mention the much-needed tax revenues. Let's not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand.

Submission Number: *MBTL-SEPA-DEIS-0000207*

Received: 5/10/2016 4:46:24 PM

Commenter: Robert Gibbs

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: *MBTL-SEPA-DEIS-0000759*

Received: 5/23/2016 2:04:21 PM

Commenter: Doug Gibson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: *TRANS-LV-M2-00101*

Received: 5/24/2016 12:00:00 AM

Commenter: Holly Gibson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi there. My name is Holly Gibson (phonetic). I was born and raised in Longview. I currently work as a registered nurse at St. John Medical Center on the labor and delivery unit. We already know what the health and -- it's my job to care about the health and wellness of our patients.

And we already know how we're impacted by the coal that's burning over in Asia and the health effects it can have on us. The DEIS acknowledges that there will be problems with mercury. The neurological system of a developing fetus can be negatively impacted by the mother consuming salmon with elevated levels.

So I would like to read a quote here. It is cruel and bitter irony that our salmon is now contaminated with coal-derived mercury, one of the most powerful toxins to neurodevelopment. So the intake of fish by pregnant women and children needs to be limited. That message is by Dr. Martha Neuringer.

So I would like everybody to think about the health and wellness of our moms and babies. It's my job to watch out for their health and well-being, but I'm asking everyone else to just care. So no action alternative.

Thank you.

May 25, 2016

To Whom It May Concern,

I am writing this letter to protest the export of coal out of Washington State and the transport of that coal on trains through Spokane, WA. There are many concerns I have with the movement of coal through this region and the burning of this coal once it reaches its intended locations.

Globally, exporting coal has major negative long term ramifications. As suppliers of coal to the Asian countries, we are accomplices to the contribution of greenhouse gas emissions creating global warming. This global warming would be sped up by the millions of tons of pollution emitted by the poorly regulated Asian factories when burning our exported coal.

Locally, this will impact residents in a major way. The coal dust exposure during transportation will have negative impacts on the air we breathe and the water we drink. Because of the increased train traffic, the diesel exhaust from the trains themselves will also have a negative impact on the health and well being of the environment. Increasing train traffic would also create longer delays for cars, including emergency vehicles. This would cause congestion and longer idle times for cars, adding even more to the air pollution. Having an additional 48 trains per day pass through Spokane would also contribute to noise pollution.

There appears to be no economic benefit to Spokane at all in the coal being transported from Montana to the Washington State coast. The only impacts seem to be negative ones.

I believe it would be very irresponsible for Washington State to approve the export of this coal and the transportation of it through our state.

Thank you for your consideration,



Jacqueline Gibson

2414 W. Pacific Avenue
Spokane, WA 99201
509-953-7700

Submission Number: *TRANS-LV-M2-00041*

Received: 5/24/2016 12:00:00 AM

Commenter: Linda Gibson

Organization: PeaceHealth

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for this opportunity to comment. My name is Linda Gibson. I grew up in Longview. I raised my children here. I've worked in Longview all of my professional life, and I now work for PeaceHealth and have for two years.

I have serious concerns about this proposal. Number one, I have a hard time with the fact that Longview residents have no idea how this will change their everyday lives.

Number one, we'll experience long and frustrating delays while we sit waiting for 16-mile-long trains to pass each and every day. This is well documented in the DEIS.

Number two, these are not mere traffic inconveniences. Are we thinking that medical emergencies will have to wait? We know that seconds and minutes make a difference between life and death. I find these proposed delays unacceptable and the proposed mitigation questionable.

Number three, the DEIS minimizes the toxic dust blowing off uncovered trains and open piles at the terminal. While we'll see it on outside furniture, this is not a mere nuisance. Many of us will be breathing that coal dust. I ask that the final EIS seriously address these concerns in a health impact assessment for public review.

Number four, there will be no vote of the people. Are we going to allow this to happen to Longview, our home? We will ask ourselves after the fact how did that happen. This is what people in coal towns like Newport News and Mobile are asking now after it's too late. To protect our health and safety, please accept the no action alternative.

Thank you.

MILLENNIUM Bulk Terminals - Longview

SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Rail Transportation | <input checked="" type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input checked="" type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

As a home owner in Benton County, Kennewick since 1977 I am opposed to increased train traffic regardless of content. However, coal is an additional hazard to the environment from the rape of our earth to mine it to the release of hazardous chemicals during its combustion. As a rancher who raises equines in Kennewick over the last 39 yrs, I am opposed to any increase of train or other vehicle traffic that uses diesel, but especially trains. Because of potential for derailment disaster, pollutants of noise (damn train whistles all night long), & chemical pollutants associated with additional engines required. I recently ~~was~~ (in May 2016) sat by a train crossing at Bowles road + SR397 while a train passed with 126 cars and 5 engines (3 in front + 2 at the rear).

(additional space is provided on the back)

I don't want to see this kind of space pollution increased to accommodate the coal industry at the expense of our environment, the earth and the citizens who live on or near the epicenters of train traffic areas.

I would like to see the number of trains per day decreased by a factor of 10 year until such time as the land is quiet once again.

Sincerely,

Ray F. Giddings
Retired Senior Scientist
24518 S. Finley Rd
Kennewick, WA 99337
509-396-1113 (cell)

Submission Number: *MBTL-SEPA-DEIS-0001170*

Received: 5/25/2016 4:37:08 PM

Commenter: Ron & Maryann Giddings

Organization:

State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My wife and I totally find the proposed coal export terminal in Longview unacceptable. We cannot fathom how anyone can support or condone this facility in Washington or Idaho. Given the facts on dirty energy derived from coal, one would think that this proposal would be instantly withdrawn. More amazingly is that almost all scientists agree that climate change/global warming is speeding up with help from our use of dirty fossil fuels. The coal industry continues to deny the issue and being “big business”, it appears to apparently care little for the environment. We live in Bonner County Idaho and the increase in trains carrying coal through our beautiful state is unacceptable. Dust from coal, which is, loaded with lead and other heavy metals (unhealthy pollutants) will adversely affect those residing near or traveling throughout the county. Not to forget that increase train traffic causes more noise and additional amounts of exhaust from train engines using the tracks in Idaho. Further, more congestion at railroad crossings diminishes the motoring public and might interfere with emergency vehicles needing to access an accident or medical emergency. Under no circumstances is approval of this “export terminal” acceptable. The coal industry needs to fade into the history books and disappear from usage for our energy needs.

MILLENNIUM Bulk Terminals - Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by June 13, 2016.

Does your comment relate to one or more of the following areas?

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input checked="" type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW: ^{my husband}

My name is Susan Giddings we have lived in the Longview area since 1991, we hear train whistles all through the day & night. I'm NOT looking forward to more noise from trains. The diesel smell will permeate our homes & trains going through day & night. The ~~tan~~ train cars will leak the dust. It can't be completely contained. My husband already suffers from ~~asthma~~ respiratory problems from dust. Now black dust will be every where. ^(additional space is provided on the back) ~~to~~ shutting our live stock watering trough & hay racks. Please NO Coal

(comment continued)

trains through the Tri-Cities,

The traffic out in Twilly will become congested. The Noise will be unbearable. The whistles are numbing to our sense of peace & quiet. This is our retirement home. You must put yourself beside the tracks & listen for a whole day to see what it's like now & think what it will be like when 10-100 car trains go by. That's about 2 think more than a train an hour. That's unheard of to put a community through. Why do that just to take coal to Japan. I think about the Tri-Cities first and all the states that these trains go through. The impact on our lands will greatly be harmed.

Some of you who want this to go through need to stay awhile somewhere "close to the tracks & see what the 'Noise' does to you!! You won't be able to stand it.

Our crops won't grow well. The dust will be on our roads & lanes, in our cars & shoes. It will be everywhere. Causing great problems to our health!

Susan E. Giddings
245185 Twilly Rd.
Kennewick, Wa.

99337

Submission Number: *MBTL-SEPA-DEIS-0000511*

Received: 5/19/2016 5:14:02 PM

Commenter: Robert Giesen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001099*

Received: 5/24/2016 7:21:17 PM

Commenter: Steve Gili

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

RECEIVED

MAY 27 2016

May 26, 2016

MBTL SEPA Draft EIS
c/o ICF International
710 Second Avenue
Suite 550
Seattle, WA 98104

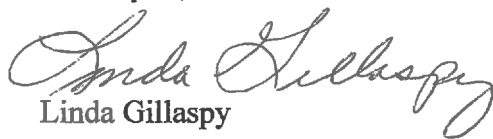
RE: Millennium Bulk Terminal

Gentlemen:

Not only is the Millennium Bulk Terminal horrible for the citizens of Longview, but is a deadly decision for our world.

The science is very clear and conclusive, in order to have a habitable planet for our children, our first step must be to switch from fossil fuels to renewable energy. Everyone, no matter who you are or where you are from, must do all that you can possibly do, however small the action, to achieve this goal. If, as a world, we do not accept the fact that we must "Keep It In The Ground," then we are guilty of genocide.

Thank you,


Linda Gillasp
Reno, Nevada

Submission Number: *MBTL-SEPA-DEIS-0001496*

Received: 5/31/2016 1:43:49 PM

Commenter: Terry Gillett

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments. Sincerely, Terry Gillett aaronterry@aol.com 81625

Submission Number: *MBTL-SEPA-DEIS-0000317*

Received: 5/11/2016 1:44:07 AM

Commenter: MARTIN GILLEY

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: *TRANS-PASCO-M1-00004*

Received: 6/2/2016 12:00:00 AM

Commenter: Dave Gilligan

Organization: Millennium Bulk Terminal

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Dave Gilligan (phonetic), and I live in Longview and work at Millennium Bulk Terminal.

I worked on-site for 42 years. Southwest Washington has some of the highest unemployment rates in the state. We need jobs. I'm not talking minimum wage jobs either.

I've lived in Longview all my life. I've seen the city in all of its beauty, thriving, prosperous. Since the aluminum smelter was shut down, I've seen the city struggle. I've watched the roads fall apart, the schools struggle to provide education to our children.

We need taxable income from big business. Those with your lofty ideals deny us the opportunity to earn a good living doing what we want. I haven't invested a huge amount of money in solar energy or wind turbines.

And I could care less if you make or lose money. You try to get us (inaudible) for your own gains and the hell to the rest of us. Our PUD in Cowlitz County invested in wind turbines. And when that failed, we the public, had to pick up the tab and pay for it with higher electrical rates. This is a bunch of bull and everybody knows it.

We can make this coal terminal a world class facility, environmentally friendly, but we need a little support. Millennium will provide jobs and tax dollars for our community along with jobs for miners and railroad workers. People from Montana, Wyoming, Oregon, Idaho will prosper because of this facility.

This doesn't cover the people on the other end of the spectrum that will benefit from the higher grade of coal, or the farmers who will benefit from the railroad upgrade to get their products to market faster and efficient. Everyone wins with coal.

Thank you.

Submission Number: *TRANS-LV-M1-00007*

Received: 5/24/2016 12:00:00 AM

Commenter: Dave Gillihan

Organization: Millennium

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Dave Gillihan, and I'm proud of who I work with and who I work for. I'm a Millennium employee. I've been working on this site for over 42 years and I've never seen a site as it is now. This company has cleaned all of the Canadians' mess up and most of Reynolds'. Some of it must stay because of the cradle in the grave language, it's just better to keep it here. This company has shown a tremendous amount of patience. It's almost been five years since we applied for permits. We thank Ecology for their hard work and their document of over 3,000 pages. Now we would like our permits. It's time for us to roll our sleeves up and go to work. We must show all of you doubters that it's possible to have a world class coal export terminal that doesn't hurt our environment. During these meetings we've listened to a lot of garbage, out and out lies that were designed do scare everyone. We told you then that they weren't true, now it's our turn to show you visual truth. Longview has some of the highest unemployment rates in the state. We can do better isn't true. Your pot shops and hamburger shops do not provide family wage jobs with great benefits. They skim off the top of the economy and do not provide economic stability for our community. Good jobs, family wage jobs are kind of like the foundation of our house. They hold this whole structure up. You must have solid footing for a strong community. Longview needs jobs that provide tax revenue for roads, schools, and a lot of other things. Help us. Show us your support. Let us prove once and for all what we say is true. We can make Longview a thriving and beautiful city again. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000441*

Received: 5/17/2016 7:02:20 PM

Commenter: Greg Gillilan

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: *MBTL-SEPA-DEIS-0003392*

Received: 6/14/2016 12:51:30 AM

Commenter: Edith Gillis

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: Attachments

Submission Text

The Draft Environmental Statement for the Millenium Bulk Coal Terminal in Longview, WA: (1) does not mention important negative environmental, public health, and economic impacts; (2) discounts and underestimates harm from what is mentioned; and (3) with the possibility of the project and the longer time drawing out the process it worsens the negative impact on Longview because the project possibility lowers property values and bond values and scares away potential sustainable businesses and much-needed workers and services while wasting money, time, energy, and resources that are needed to develop environmentally and economically/socially sustainable businesses. By not promptly denying the bulk coal terminal project, valuable time and energy from public servants and volunteers is directed to save lives and health endangered by the project and so are taken from helping with the schools, library, parks, sports, arts, healthcare, sustainable projects, etc. as well as developing sustainable environmental infrastructure and projects and businesses. The increased coal dust, diesel fumes, lead and mercury and arsenic particulates, etc. poisoning the air, water, soil, and growing food plants would lessen residents' comfort with growing food gardens and farm crops and permaculture self-sufficiency and emergency resilience, thereby also not strengthening, but harming the area environmentally and economically and socially. The increased health problems would mean fewer volunteers and workers able to develop environmental protections, and diversity for the increasing and worsening global climate change and disasters. The increased illnesses and disabilities and deaths would lower household net income and increase household debt, reduce the time available for solutions, and socially isolate victims, and then increase the demands on tax dollars and reduce public investments into lonterm environmental health. The coal dust, etc. would prevent solar and wind businesses from locating in and near Longview, so it would increase fossil fuel dependence and raise costs for government, business, nonprofits, and households so they would have less resources for developing and maintaining environmentally strong self-sufficiency and climate resiliency and pollution clean up. With fewer healthier plants filtering poisons and producing oxygen, and providing habitat/food and soil protection/clean up for needed biodiversity, there would again be less or compromised environmental, economic, and public health. With less biodiversity, there would be more vulnerability to drought, fires, diseases, pests, famine, soil/water/air pollution, etc. and fewer options for human health. The most creative, educated, idealistic and able folks could and would leave Longview for their physical and mental health and to better create sustainable solutions where they would be welcome and possible, free of the economically-draining and depressing and unsafe/unhealthy coal kaboom-and-bust disaster. As these strong citizens leave, the insurance rates and public bonds would also get worse, costing the community more, reducing services and increasing taxes, and therefore increasing debt and reducing funding and staffing for developing and maintaining environmental health. This destructive cycle would drain the area of hope, talent, money, and community strength/resilience. Then property owners would lose their equity, insurance rates would increase, tax income would lower, and bond rates would get worse while interest rates would harm the local people and governments more. That would mean less resources for nonprofits and governmental agencies and lowered feasibility for grants for both environmental and social and economic development and security. As options lessen, despair and bitterness worsen, as alienation and isolation increase, and cynical rage burns hotter, chronic stress increases chronic diseases, alcoholism/drug dependence, drug crimes/thefts, do

Part 2 of testimony opposing Millenium Bulk Coal Terminal in Longview, WA

As options lessen, despair and bitterness worsen, as alienation and isolation increase, and cynical rage burns hotter, chronic stress increases chronic diseases, alcoholism/drug dependence, drug crimes/thefts, domestic violence, birth defects and learning disabilities. On top of the pollution-caused birth defects, still births, learning disabilities, dementias, cancers, diabetes, heart problems, asthma and pneumonia, etc. These as well as autism increases the stress and violence. This means more PTSD and depression and distraction so fewer people have the mental attention or energy to invest in environmental protections and new risky businesses or environmental resiliency and disaster preparedness. Families will break up, social service organizations and fraternities, religious groups, neighborhood groups, schools, etc. will lose cohesion, mutual trust and hope, resilience, creativity and the means to make more sound sustainable decisions and follow through with them. Right when our problems demand more urgent, creative, inspired cooperation, there would be less. With learned helplessness and cynicism, there would be less joy and love to sustain the hard work in front of us.

There would be no funding or volunteers or hope for the Girl Scouts, 4-H, Future Farmers of America, Americorps, etc. day camps and summer camps and outdoor ed, etc. to nurture an understanding and comfort and love for nature and a commitment to our duties. There would not be those inspiring times in community working together to restore and rehabilitate natural areas and enjoy how nature restores our soul and body. With more demands on teachers and social workers and health care professionals and police, there would be less ability to nurture and celebrate the hope and creative rethinking that is necessary to find better solutions and to nurture the individuality of each child and adult, and therefore we would lose more creativity, talent, hope, and community resilience needed to create and sustain the environmental and economic and social solutions we have not developed yet. This would increase the negativity and us-vs-them mentality that relies on intimidation, force, control, and fear. That would lower creative and courageous risk-taking and lessen democracy when we most need each of these.

Obviously, the looming coal fires, shipwrecks and coal spills, mercury/arsenic/cadmium poisoning and other disasters with guaranteed betrayal by Millenium that has repeatedly lied and cheated and not paid its share of costs and taxes, means that the inevitable pollution clean up, fire/explosion clean up, destruction to infrastructure, etc. would mean less hope and fewer resources for Millenium neglect and fraud and bankruptcy would be passed onto taxpayers least able to pay for it. That again means less public and private money and human time available for environmental clean up and sustainable economy. This has happened with every mining operation and coal operation and fossil fuel operation in the world. Not one has ever been proven safe, healthy, sustainable, or beneficial overall to the local environment or society. Ever in world history. No one would be left to clean up the ghost town leaching poisons into the Columbia, Pacific, atmosphere, etc. and this would cause more environmental disasters in the fisheries, forests, croplands, aquifers, climate, coastal communities, etc. This would cause more extinctions and worsened water, food, housing, safety options for people in the Northwest and around the world.

Allowing the Millenium Bulk Coal Terminal to exist or still be considered means the cascade of worsening environmental harms and lessening environmental strengths and health would only worsen the local economy and ability to care for the environment and community. This means less taxable income and citizen williness/ability to pay for the environmental costs that Millenium will cause and not pay, so healthier projects will not come or stay.

Submission Number: *MBTL-SEPA-DEIS-0001734*

Received: 6/1/2016 8:36:32 PM

Commenter: Robin Gillis

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am very opposed to any coal transport through our state. Climate change is the greatest concern of our time and we owe it to our children and grandchildren to end immediately transport and use of coal. Our allegiance is to them, not to coal companies.

Submission Number: *MBTL-SEPA-DEIS-0002625*

Received: 6/13/2016 11:40:43 AM

Commenter: Suzanne Gillum

Organization: PREC

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

With the job loss in the energy industry opening up a shipping terminal for coal would make a huge positive impact for everybody in the Wyoming Montana and Washing states. Including bordering states. This would open up a great deal of jobs for those you were forced off their jobs. This would also impact our country all the way across the region to help boost the economy. I only see this as a WIN WIN situation.

Submission Number: *MBTL-SEPA-DEIS-0001737*

Received: 6/1/2016 9:04:18 PM

Commenter: Cadie Gilman

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I adamantly oppose the coal terminal. I believe in creating energy jobs, but believe as a community we should instead be investing in green and sustainable energy jobs. Investing in coal (or the exporting of it) at this time is economically and environmentally unsound. This terminal will perpetuate the enrichment a select few people to the detriment of many; its presence and support of the coal industry will continue to harm our community and the world for generations to come.

Submission Number: *MBTL-SEPA-DEIS-0003348*

Received: 6/13/2016 9:25:13 PM

Commenter: James Gimenez

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I run a grain cooperative in Eastern WA and as such my job depends upon international trade. If we restrict the transportation and trade of a commodity like coal, what's to say wheat isn't next. It sounds far fetched however I would expect a majority of the people apposing the coal terminal also appose genetically modified organisms- with no scientific basis for their opposition. Please move the coal export facility forward now.

Submission Number: *MBTL-SEPA-DEIS-0002862*

Received: 6/13/2016 2:51:56 PM

Commenter: Marcia Gimness

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0003083*

Received: 6/13/2016 5:21:03 PM

Commenter: Marcia Gimness

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate \$70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0003321*

Received: 6/13/2016 8:32:53 PM

Commenter: Dennis Gisi

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000239*

Received: 5/10/2016 5:38:04 PM

Commenter: Brian Glasgow

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0003410*

Received: 6/14/2016 2:11:14 AM

Commenter: Ted Gleichman

Organization: Center for Sustainable Economy

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: Attachments

Submission Text

The risk of catastrophic derailment of the trains necessary to feed the proposed Bulk Export Terminal cannot be ignored. We have seen that through four anniversaries: -- Two years ago, the Williams Gas Pipeline Explosion & LNG Risk -- Three years ago, the destruction of Lac-Megantic, Quebec, by Bakken crude oil -- Ten days ago, the Bakken crude fire from the UP derailment in Mosier, Oregon -- Three centuries ago, the last rupture of the Cascadia subduction zone. Please see my detailed comments, attached.

Testimony, Millennium Bulk Coal Export Terminal Proposal

Ted Gleichman
8017 N. Dana Ave.
Portland, Oregon 97203
503-781-2498
June 13, 2016

The Coal-Oil-Gas Intersection:

Catastrophic Derailment Risk & Four Anniversaries

- **Two Years: Williams Natural Gas Pipeline Explosion & LNG Near-Miss**
- **Three Years: Bakken Crude-by-Rail Destruction of Lac-Mégantic, Quebec**
- **Ten Days: Union Pacific Derailment, Explosion, Fire, & Spill in Mosier**
- **Three Centuries: Cascadia Subduction Zone Earthquake & Tsunami**

Note: An earlier version of this testimony was presented to the Department of Ecology / Cowlitz County on the Millennium Bulk Coal Export Terminal Proposal public hearing in Pasco, Washington, on June 2, including two minutes of verbal amplification.

This was the day before the Mosier Union Pacific derailment, explosion, fire, and spill.

I have updated this discussion of theoretical Columbia Gorge derailment risk to include a little commentary on that actual derailment.

- **Two Years: Williams Natural Gas Pipeline Explosion & LNG Near-Miss**

Two years ago, on March 31, 2014, at 8:22 a.m., a natural gas pipeline management and transmission station blew up. The explosion and fire were just down the road from Pasco, Washington, in Plymouth, on the Columbia River.

Many people involved in examining and commenting on the Millennium Bulk Coal Export Terminal Proposal will remember this catastrophe, and I'm sure that some worked on aspects of incident command, causation analysis, repairs, and lessons learned for emergency preparedness and future management of explosive fossil fuels.

What most people don't know, however, is that the Columbia Gorge rail line adjacent to this Williams Companies natural gas and liquefied natural gas (LNG) facility was so badly damaged by shrapnel from the explosion that, had a coal train or crude-by-rail train been on that tracks at that moment, it would have derailed.

One of the rails on this BNSF main line was struck by a large piece of shrapnel from a 50,000-pound piece of natural gas equipment that was completely shattered by the gas explosion. This rail was pushed out of alignment by three inches when the shrapnel hit it. That little deviation – only three inches – was more than enough to have derailed any train then on those tracks, according to Chief Lonnie Click of the Benton County, Washington, Fire Department, Incident Commander.

The 2014 Plymouth incident is now officially known as the Williams Pipeline LNG Plant Explosion. Chief Click presented the history of that incident to PHMSA, the Pipeline &

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Hazardous Materials Safety Administration, in Washington, D.C., on May 19. Afterwards, Chief Click told me that – had a Bakken oil train derailed and exploded because of the Williams shrapnel distortion of the BNSF main line rail, “we could have an incident for the ages.”

The chief was not just talking solely about how bad a catastrophe could have been if the shrapnel impact on the BNSF main had caused a unit train filled with Bakken crude to derail, explode, and burn. That would have been horrible; see below. But there was another component to the situation, which could have massively compounded the damage, regardless of the rail-line loss of function: an LNG explosion.

March 31, 2014, could also have gone down in history as one of the worst incidents in U.S. fossil-fuel damage because there are the two 40-year-old LNG “peak shaver” storage tanks within the Williams natural gas pipeline and distribution management facility. Another piece of shrapnel from the gas pipeline explosion pierced one of these tanks, and initially there were fears that LNG was leaking from that tank and would likely encounter the raging fire in the gas management plant and pipeline – and then itself ignite.

The concentrated nature of LNG, 600 times less in volume than atmospheric methane, is one of the reasons that LNG facilities are known as potential “terrorism magnets.” That risk of ultra-catastrophic LNG explosion is why everyone in a two-mile radius was evacuated while the fire continued to rage.

Luckily, it turned out that only the outer wall of this old LNG tank had been pierced. Although the inner wall was dented by the shrapnel, it did not crack or rupture. But these two ancient LNG tanks are still there, and still part of Williams’ daily gas pipeline management.

- **Three Years: Bakken Crude-by-Rail Destruction of Lac-Mégantic, Quebec**

You are well aware, I’m sure, of how dangerous and explosive Bakken crude oil is, because of its unusual high-volatility mixture of gaseous and liquid hydrocarbons. We have already seen the worst case.

We are approaching the third anniversary of the Lac-Mégantic catastrophe in Quebec, July 6, 2013. In the middle of that night, a train carrying Bakken crude derailed and exploded in the middle of the downtown in that small city.

The explosion and fire destroyed the entire downtown and incinerated 47 people – only 42 bodies were found; five people who disappeared but were known to have been in the area are believed to have been completely consumed by the fire.

There have also been several Bakken crude-by-rail derailments, explosions, and fires in the U.S. – and now we’ve had one in the Columbia Gorge, on the Union Pacific line on the south side, in Oregon, ten days ago.

- **Ten Days: Union Pacific Derailment, Explosion, Fire, & Spill in Mosier**

The little town of Mosier was lucky, too, ten days ago.

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- There was no wind in the Columbia Gorge when the Union Pacific train derailed and caught fire – a very rare slice of meteorological good fortune.
- Although eleven of the 96 cars on this unit train of Bakken crude derailed – because of a single broken bolt fastening a rail to a tie! – only four burned.
- The oil that leaked out before burning soaked into the ground and nearby Rock Creek – not a good thing for the ecosystems or the Columbia, but that prevented the oil from pooling and igniting more cars.

But you can't always count on luck.

- **Three Centuries: Cascadia Subduction Zone Earthquake & Tsunami**

This brings me to the fourth anniversary, and the risks to coal trains. At about 9 p.m. on January 26, 1700, the last rupture of the Cascadia Subduction Zone occurred. As you know, the Pacific Northwest is the largest guaranteed earthquake zone in North America, and it ruptures at a level calculated to range from Magnitude 8.0 to Magnitude 9.2, on an average of every 243 years.

We are 316 years into that cycle – more than three centuries! – and we all know that it is not a question of if, but only a question of when. Statistically, there is better than one chance in three that it will occur during the planned lifespan of the proposed Millennium coal export terminal – and the rail lines necessary to feed it.

Everyone involved in any way in emergency preparedness has received at least preliminary training about our coming earthquake, and those here from the coastal areas of Washington and Oregon also know that the resultant tsunami will completely devastate those regions. The official position of the State of Oregon is that the Pacific Northwest coast will be “uninhabitable” for at least 18 months.

The earthquake damage throughout the region will be the worst catastrophe in US history. Portland, my home, is expected to be without water and electricity for three to six months. By the time the Cascadia shock waves reach Longview and then move on to the Tri-Cities area and through the Columbia Gorge, they will still deal out destruction in a Magnitude 7-plus range.

The BNSF main line on the Columbia's north bank, and the Union Pacific main line on the south bank, will essentially turn into scrap metal. Every bridge on either line will crumble and collapse. If there is a Bakken crude train on either line, it will fracture completely.

In addition, the LNG tanks at the Williams pipeline facility, built in the 1970s when we didn't even know about the Cascadia Subduction Zone and its history, were also not built to withstand these stresses.

But what about the coal trains? Coal can burn too; burning it is, in fact, the plan. In addition to all the many direct and indirect health impacts from coal dust and detritus, there is some risk that a coal train could be caught in a situation where it is subject to ignition and combustion. The risk of non-ignition derailment is significant enough, but now we have to also consider the very worst case, unlikely though it is.

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The first three events I've cited -- the two-year anniversary of the Williams Pipeline LNG Plant Explosion; the three-year anniversary of the destruction of the downtown of Lac-Mégantic, Quebec, and 47 of its residents; and the ten-day anniversary of the Mosier Union Pacific derailment and fire – were the result of human error and corporate mismanagement.

The three-hundred-sixteenth anniversary of the Cascadia earthquake memorializes a natural fault that is completely beyond the control of humanity. All we can do about the certainty of the next rupture of the Cascadia subduction zone is work diligently for mitigation and adaptation – and do nothing to increase our risks.

Can we guarantee that no more human error will occur in our management of dangerous fossil fuels and inadequately maintained – even obsolete – infrastructure? Of course not.

Can we guarantee that the Cascadia earthquake will occur only when it is convenient? The question is so absurd as to be outrageous: we are nowhere close to prepared for an event that could occur completely without warning at any moment.

What are the odds that more mismanagement by Williams, or BNSF, or Union Pacific, could derail a coal train? Relatively slim, perhaps, but they are nowhere close to zero.

Imagine that the Cascadia earthquake does hit at a time when a coal train is passing by the Williams facility, with its antique LNG tanks and gas pipeline infrastructure – and a Bakken crude train is right on its heels.

What are the odds that the derailment of a coal train could occur at a time and place that allow it to burn? Very slim, to be sure – but they are not zero.

The Responsibility of the State of Washington & Cowlitz County

Your responsibility, in caring for the people of Washington and your neighbors across the Columbia, is a modern version of the first clause of the Hippocratic oath:

First, Do No More Harm

Do not make the risks we already face worse.

Do not permit a deadly and dangerous coal export terminal and the coal trains needed to feed it to invade a region that is not even prepared to deal with what we already know we must confront.

That would be wrong in many ways, which many people have shared with you over the course of these hearings. Corporate profits are no substitute for public safety.

Thank you for your work and your consideration.

Submission Number: *MBTL-SEPA-DEIS-0001707*

Received: 5/31/2016 7:09:03 PM

Commenter: Steve Glenn

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough now it is time to move forward with a fair process for permitting. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: *MBTL-SEPA-DEIS-0001107*

Received: 5/24/2016 7:26:26 PM

Commenter: Skyler Gloor

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: *MBTL-SEPA-DEIS-0000536*

Received: 5/19/2016 5:39:00 PM

Commenter: Gregg Goble

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Enough with the schedule delays, bring this process to a close.

Submission Number: *MBTL-SEPA-DEIS-0000285*

Received: 5/10/2016 7:02:56 PM

Commenter: William Goedker

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: *MBTL-SEPA-DEIS-0002092*

Received: 6/7/2016 4:55:08 PM

Commenter: David Goff

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: *MBTL-SEPA-DEIS-0001691*

Received: 5/31/2016 6:51:17 PM

Commenter: Tania Goffena

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: *MBTL-SEPA-DEIS-0001110*

Received: 5/24/2016 7:28:42 PM

Commenter: Jack Goich

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: *TRANS-LV-M2-00127*

Received: 5/24/2016 12:00:00 AM

Commenter: Dave Goldberg

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

SPEAKER 72: Dave Goldberg (phonetic), Vancouver, Washington.

Acknowledging that existing laws and permitting processes that are not always adequate to deal with emerging environmental problems, Washington SEPA legislation was designed to give decision-makers the flexibility to deal with changing circumstances. Using their substantive SEPA authority, lead agencies can require meaningful mitigation measures for proposed projects or deny that outright. The increasingly evident dangers posed by global warming, to humanity, and the rest of the planet would seem to require using this authority to its full extent.

As a result of global warming -- the DEIS acknowledges the project would contribute to rising temperatures, ocean acidification, and reduce snow pack. In addition, the world bank estimates one billion climate refugees by 2050.

According to a climate central paper published in the proceedings of National Academy of Sciences, a total of 414 cities are slated to be emerged due to the emissions already present in our atmosphere. Scientists believe that we are in the midst of an extinction event rivaling the five previous ones. The previous extinction events claimed 70 and 96 percent of all species on earth. To deal with the emission that would result from the project, the DEIS is calling for yet to be determined mitigation measures that reduce the carbon footprint by 50 percent. The DEIS acknowledges that the remaining gas emissions would be significant and unavoidable.

Environmental groups such as the Sierra, 350.org and Greenpeace believe the larger solution would be keep 80 percent of known fossil fuel reserves in the ground. Because of the remaining emissions would be significant, the lead agencies should use their SEPA substantive authority to deny this project.

Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001238*

Received: 5/26/2016 6:12:02 PM

Commenter: Phillip Gomez

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I greatly appreciate you considering my input.

Submission Number: *MBTL-SEPA-DEIS-0003276*

Received: 6/13/2016 7:34:35 PM

Commenter: Eglá Gonzales

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000646*

Received: 5/20/2016 1:43:08 PM

Commenter: Jennifer Goode

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: MBTL-SEPA-DEIS-0000014

Received: 4/29/2016 5:23:25 PM

Commenter: Beth Goodnough

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward and approve the project. There are many benefits of the project that the community is waiting for. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Thanks for considering my comments. I support this project and am embarrassed that it takes so long to get a project approved in this country. A project that will add significant jobs to this portion of the country, and will help with the U.S.'s trade imbalance. This also a worthwhile project since it cleans up of an existing abandoned site, turning it into something more productive and useful. Thanks,
Beth Goodnough

Submission Number: MBTL-SEPA-DEIS-0002040

Received: 6/6/2016 3:30:26 PM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: Ocean acidification is a huge problem for the economy of our state. It affects one of our major industries, one that earns an estimated \$270 million a year for the state coffers every year, the shellfish industry. People expect outstanding seafood when they visit Washington State or buy oysters from here. More and more we are hearing that oyster farmers are in trouble. Some have already moved to the less acidic waters of Hawaii. The problem is that CO2 combines with water to create a mild acid which affects the ability of shellfish to form shells. The acid affects oysters and, even more important, shell-forming marine plankton which is critical in basic marine food chains. These effects start in the higher latitudes and gradually move toward the equator. The burning of coal in Asia will affect ocean acidification all over the world. Although the DEIS contains mitigation measures such as using fuel efficient equipment, anti-idling policies, and a mitigation plan, there is no way to counter the significant adverse environmental impact this project will have not only in Cowlitz County and Washington State, but in many spots around the world such as coral reefs, an important support system for fishstocks. This terminal is counter to the best economic interest of Washington and may affect the ability of the ocean to produce food used around the world. Further acidification will cost us jobs and a less pristine environment. Its overall effects will be significant and adverse and not able to be mitigated here and around the world. The best choice is the NO ACTION alternative. Sincerely, Diana Gordon 642 I Street Washougal, WA 98671-1129 360-835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0002520*

Received: 6/11/2016 2:42:08 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

RE: VEGETATIVE HEALTH OF THE COLUMBIA RIVER ESTUARY The vessel corridor is the stretch of the Columbia from the Port of Longview to the ocean. An extremely important component of the Vessel Corridor is the Columbia River Estuary and other smaller estuaries containing a variety of habitats including tidal wetlands, shallow water, and tidal flats. The mixture of salt and freshwater creates a unique environment. Estuaries are rich in nutrients and produce huge amounts of food. They contain large numbers of organisms, are important in food webs, and provide vital habitat for life stages of mollusks, fish, and crustaceans. Most of the vessels that will be used to transport coal will be huge, in the 46 thousand dead weight ton class. These vessels are larger than most of the ones currently in use and represent a considerable increase (4-5 ships/day) in ship traffic through this area. These vessels will create wakes which will impact riparian vegetation directly through breakage, swamping, and erosion. They will also alter patterns of erosion and deposition, and spread of noxious weeds. (Soil erosion is one of the leading causes of habitat loss for salmon.) Further, wakes can redistribute fine sediment that can smother aquatic vegetation. Wave effects would be greatest as vessels pass through the Columbia River Estuary and its associated habitats. The habitat types in these areas serve as important nursery grounds for juvenile fish (including salmon) and contain very high quality, unarmored shallow-water shoreline habitat that is of great importance to numerous aquatic species and associated fisheries. Clearly, it is in our best interest to preserve these important vegetative environments. Increasing ship traffic to this magnitude can have only harmful effects on the Columbia River Estuary and the entire Vessel Corridor. The importance of wave effects is downplayed in the DEIS and treated as a temporary phenomenon. It is not temporary - the effects on our salmon fisheries, fishing industry and recreational fishing will be considerable and not able to be mitigated. Further, the majority of important marsh land at the mouth of the Columbia is on islands in Oregon. So Oregon will feel the brunt of this increased ship traffic in its tourism, recreation, and fishing industries. It will certainly feel the impact on the health of its estuarine areas and possibly jobs. I feel that these impacts were not sufficiently addressed in the DEIS. More studies need to be done with realistic, updated accident incidence models. From the standpoint of estuary health alone, this terminal should be rejected. Please adopt the No Action Alternative.

Submission Number: *MBTL-SEPA-DEIS-0002521*

Received: 6/11/2016 2:42:09 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

RE: VEGETATIVE HEALTH OF THE COLUMBIA RIVER ESTUARY The vessel corridor is the stretch of the Columbia from the Port of Longview to the ocean. An extremely important component of the Vessel Corridor is the Columbia River Estuary and other smaller estuaries containing a variety of habitats including tidal wetlands, shallow water, and tidal flats. The mixture of salt and freshwater creates a unique environment. Estuaries are rich in nutrients and produce huge amounts of food. They contain large numbers of organisms, are important in food webs, and provide vital habitat for life stages of mollusks, fish, and crustaceans. Most of the vessels that will be used to transport coal will be huge, in the 46 thousand dead weight ton class. These vessels are larger than most of the ones currently in use and represent a considerable increase (4-5 ships/day) in ship traffic through this area. These vessels will create wakes which will impact riparian vegetation directly through breakage, swamping, and erosion. They will also alter patterns of erosion and deposition, and spread of noxious weeds. (Soil erosion is one of the leading causes of habitat loss for salmon.) Further, wakes can redistribute fine sediment that can smother aquatic vegetation. Wave effects would be greatest as vessels pass through the Columbia River Estuary and its associated habitats. The habitat types in these areas serve as important nursery grounds for juvenile fish (including salmon) and contain very high quality, unarmored shallow-water shoreline habitat that is of great importance to numerous aquatic species and associated fisheries. Clearly, it is in our best interest to preserve these important vegetative environments. Increasing ship traffic to this magnitude can have only harmful effects on the Columbia River Estuary and the entire Vessel Corridor. The importance of wave effects is downplayed in the DEIS and treated as a temporary phenomenon. It is not temporary - the effects on our salmon fisheries, fishing industry and recreational fishing will be considerable and not able to be mitigated. Further, the majority of important marsh land at the mouth of the Columbia is on islands in Oregon. So Oregon will feel the brunt of this increased ship traffic in its tourism, recreation, and fishing industries. It will certainly feel the impact on the health of its estuarine areas and possibly jobs. I feel that these impacts were not sufficiently addressed in the DEIS. More studies need to be done with realistic, updated accident incidence models. From the standpoint of estuary health alone, this terminal should be rejected. Please adopt the No Action Alternative.

Submission Number: *MBTL-SEPA-DEIS-0002543*

Received: 6/12/2016 3:52:44 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

RE: VESSEL SIZE At the proposed Millennium Coal Terminal in Longview, the ships used to transport coal from the Port of Longview down the Columbia River will be very large - in the Panamax and Handy max Class. The Panamax will require about 42 - 49 feet of water to make it down the river when loaded with coal. The Columbia River Channel, however, is generally maintained to a depth 43 feet in the stretch downriver from Longview to the coast. The Washington State Department of Ecology Drought Watch reported on June 10, 2016, that the snowpack in Southwest Washington is down to 39% of normal (down from 116 % above normal in January). This suggests a low water year. If this does turn out to be another low water summer reminiscent of last year (2015), what is the plan to float these ships down the river without running aground? It is difficult to see how it won't happen at some point. A further possibility is a collision or an allision. If fuel leaked out, this could have very damaging results depending on the wind, weather, water level, and location. A fuel leak into the Columbia River Estuary could never be mitigated. Groundings, allisions, and collisions cannot be ruled out with these enormous ships making 4 - 5 river transits a day. I think the No Action Alternative is the only one that makes sense for this beautiful, important, and economically significant river environment.

Submission Number: *MBTL-SEPA-DEIS-0002544*

Received: 6/12/2016 3:52:45 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

RE: VESSEL SIZE At the proposed Millennium Coal Terminal in Longview, the ships used to transport coal from the Port of Longview down the Columbia River will be very large - in the Panamax and Handy max Class. The Panamax will require about 42 - 49 feet of water to make it down the river when loaded with coal. The Columbia River Channel, however, is generally maintained to a depth 43 feet in the stretch downriver from Longview to the coast. The Washington State Department of Ecology Drought Watch reported on June 10, 2016, that the snowpack in Southwest Washington is down to 39% of normal (down from 116 % above normal in January). This suggests a low water year. If this does turn out to be another low water summer reminiscent of last year (2015), what is the plan to float these ships down the river without running aground? It is difficult to see how it won't happen at some point. A further possibility is a collision or an allision. If fuel leaked out, this could have very damaging results depending on the wind, weather, water level, and location. A fuel leak into the Columbia River Estuary could never be mitigated. Groundings, allisions, and collisions cannot be ruled out with these enormous ships making 4 - 5 river transits a day. I think the No Action Alternative is the only one that makes sense for this beautiful, important, and economically significant river environment.

Submission Number: *MBTL-SEPA-DEIS-0002575*

Received: 6/13/2016 2:29:38 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

One of my major concerns about the proposed Millennium Coal Terminal in Longview is that the site where it will be located will not have been adequately cleaned up after Reynolds Aluminum moved out. Unfortunately, the alternative chosen for the cleanup does not call for hauling away all the contaminated soil at the site. A flood event like a 100 year flood, unusually high tides, water level rise due to climate change, or a large storm event could flood marshes and wetlands near the Port. That water will in turn return to the river carrying cyanide, petroleum hydrocarbons, and so on with it left over from Reynolds. The Millennium project will add huge piles of coal on top of the existing pollution. Coal dust is notoriously toxic. it contains arsenic, lead, mercury, and other toxic heavy metals. Any dust reaching the river as a result of flooding, etc., will cause irreparable harm to Columbia River and could possibly extend all the way down to the Columbia River Estuary. Toxic chemicals in the river and along the bank can affect wildlife. Amphibians, with their permeable skin, are especially vulnerable. Insects and their larvae - important food sources for many - can also be affected. This area is prone to earthquakes which can also spread pollution. Bedrock at the Reynolds'/Millennium Site is about 400' down, I understand, and the area is covered with alluvial soils. Alluvial soils are especially vulnerable to liquefaction in the case of an earthquake thus allowing chemicals to reach the water. This area should be a Superfund Site, not a coal terminal. We know that earthquakes super storms, and climate change are going to happen. A coal terminal here will cause more problems than it could ever be worth. Please choose the No Action alternative and help the Port of Longview to encourage some cleaner industries to move into it.

Submission Number: *MBTL-SEPA-DEIS-0002977*

Received: 6/13/2016 3:51:53 PM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

RE: DUST AT PORT Coal at the proposed Millennium Coal Terminal in Longview will be stored before shipment in huge open piles. This can be a significant problem for people living in the area. Coal from the Powder River Basin is especially friable and, despite spraying with water and/or surfactants, will blow around and coat any available surface. It invades homes, cars, fishing and recreational boats, and lungs. It will also land in the Columbia which will degrade water quality. It contains arsenic, mercury, lead, and other toxic heavy metals. These effects must not be treated lightly. They affect people's lives and health. They also affect their property values. Sites like this are difficult to clean up after the coal company has moved on. We can see that the coal industry is not doing very well right now. If they decided to cease operation and move out, Longview would likely be left with yet another toxic mess and stranded asset to deal with. I feel that it is important for Longview's longterm economic health and reputation to have industries that will survive and provide jobs for the long haul. A coal terminal seems to be a short term fix that will provide a few jobs for a while but will eventually leave and leave Longview holding the bag. I think you should do Longview a favor and chose the No Action alternative for the continued health of this very vibrant city.

Submission Number: MBTL-SEPA-DEIS-0003383

Received: 6/14/2016 12:07:07 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

RE: PROBLEMS ALONG THE RR FROM COAL DUST Coal dust from the Powder River basin is very friable and creates more dust than, for example, coal from the eastern United States. In fact, as the trains carrying this coal to the proposed Millennium coal terminal in Longview travel from the Powder River Basin, they can lose up to 3% of their load during the journey. This dust is dangerous for everyone and everything - it contains toxic heavy metals like arsenic, mercury, lead, and cadmium. This dust gets into everything - homes, wildlife, farms and crops, rail beds, rivers, river banks, and tributaries. Cities like Washougal are especially exposed to it. We have an elementary school, our middle school, and the school district offices right across the road from the tracks. Our downtown is divided by the tracks - city hall is within a couple of hundred yards, the library, senior center, many small businesses, the town square, and hundreds of apartments and homes. In addition, the train goes right by Steigerwald National Wildlife Refuge and Clark State Park on the Columbia River. Children, asthmatics, and seniors are especially at risk from coal dust. So is the Columbia River and the tributaries the trains cross. The dust adds pollutants to our valuable river on which we have spent millions of dollars to clean up to make it viable for salmon and other wildlife. Eight train loads of coal a day will create a lot of blowing dust. It will coat vineyards and other farm products, and domestic animals. It makes driving on Highway 14 next to the tracks dangerous by restricting vision. Clearly, no one should live near this hazardous material. We see a drop in property values and a rise in respiratory disease. Despite spraying water and/or surfactants, this product cannot be shipped safely. This terminal should be denied until it is possible to ship coal without endangering people and wildlife living nearby. Please choose the No Action alternative.

Submission Number: *MBTL-SEPA-DEIS-0003423*

Received: 6/14/2016 2:55:15 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

RE: GREENHOUSE GAS EMISSIONS Greenhouse gas emissions are an extremely serious matter as evidenced by the ruling Judge Hollis Hill made in the case brought by Our Children's Trust against the Department of Ecology. Judge Hollis ordered Ecology to come up with an emissions reduction rule by the end of 2016 and make recommendations to the state legislature on science-based greenhouse gas reductions in the 2017 legislative session. I realize that the remedy sought by Judge Hill probably has nothing to do with the addition of a coal terminal to our state. But - it does make us think about these dangerous climate-changing gases. The DEIS has proposed some mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. However, there is just no way to mitigate the quantity of GHG produced by the mining of coal with huge machines in open pit mines, the transport of the coal to Longview, the transport down the Columbia River and across the ocean to Asia. Further, that coal will be burned in plants that may or may not have any pollution control devises. The earth rotates, the winds blow, and we get a good percentage of that pollution right back here. This pollution causes ocean acidification and climate change. We have already evidenced both of these phenomena. Ocean acidification, which interferes with the ability of oysters to form shells, has already had repercussions in our shellfish industry, especially with oysters. The shellfish industry brings in about 270 million dollars to our economy and provides jobs for about 3,200 people. Can we afford to do anything that we know might affect it further? Climate change is amply demonstrated by the number of super storms we are now experiencing. Burning coal causes illness, scars our landscape, ties up our railroads, and threatens our way of life. This is too high a price to pay. Choose the No Action alternative.

I'm from Washougal in the Columbia River Gorge. It is a small city between foothills and the Columbia River. Our entire downtown with many small businesses is located on both sides of the rail tracks. Just across the road from the tracks there are two schools, the school district offices, and hundreds of homes.

At full buildout, we can expect 16 coal trains a day from this terminal. They will clog our 5 at-grade crossings, release visible amounts of coal dust on windy days, and impede access to our businesses, schools, parks, and homes.

This terminal, especially if others are built, will convert the Columbia River Gorge and areas next to the tracks all the way to Wyoming into a fossil fuel corridor.

This will affect the property values as well as the quality of life of thousands of people. There is no way to mitigate these effects.

I looked at two interesting studies about the effects of increased coal train traffic on property values for the Gateway Pacific Terminal in Cherry Point. One was by the Puget Sound Regional Council and one by a real estate appraisal firm in Seattle. Both acknowledged a negative effect on property values, easily up to 5%. Even a 1-2% loss of value here in Southwest Washington would erode the value of our homes as well as the revenue for state and local governments.

As I understand it, the Department of Ecology is under court order in a Children's Justice lawsuit to craft an emissions reduction rule by the end of 2016 to combat climate change. Rejecting this coal terminal would be a great place to start, and thousands of home and business owners would breathe more easily.

Diana Gordon
642 I Street
Washougal, WA 98671-1129

indgardens@comcast.net
360-835-7748
June 2, 2016

Submission Number: *TRANS-LV-Q3-00006*

Received: 5/24/2016 12:00:00 AM

Commenter: Diana Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Diana Gordon. I'm from Washougal in the Columbia River Gorge. It is a smaller city along the railroad tracks between foothills and the Columbia River. We have Pendleton Woolen Mills and a lot of small businesses located on both sides of the tracks and, of course, our downtown with the City Hall, library, senior center, and a couple of parks.

Just across the road from the tracks there is an elementary school, a middle school, and the school district offices. Other schools and parks are nearby.

At full build-out, we can expect 16 coal trains a day. They will clog our five at-grade crossings, release visible amounts of coal dust on windy days, and impede access to our businesses. This terminal, especially if others are built as well, will convert the Columbia River Gorge and areas next to the rail line all the way back to Wyoming into a fossil fuel corridor.

This will affect the quality of life, and especially important to home owners, the property values of thousands of people. There is no way to mitigate this effect.

I looked at two interesting studies about the effects of increased coal train traffic on property values in the Puget Sound area for the Gateway Pacific Terminal in Cherry Point. One was by the Puget Sound area for the Gateway Pacific Terminal in Cherry Point. One was by the Puget Sound Regional Council and one by a real estate appraisal firm in Seattle, The Eastman Company. Both acknowledged a negative effect on property values easily up to five percent. Even a two to three percent loss of value here in Southwest Washington would erode the value of our homes as well as revenue for state and local governments.

As I understand it, the Department of Ecology is under court order in a Children's Justice lawsuit to craft an emissions reduction rule to combat climate change by the end of 2016. Rejecting this coal terminal would be a great place to start and thousands of home and business owners would breathe more easily tonight.

Submission Number: *MBTL-SEPA-DEIS-0001168*

Received: 5/25/2016 4:13:12 PM

Commenter: Louis Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I oppose the use of coal as an energy source. We need to shift our energy use to cleaner sources of energy such as solar and wind. The use of coal is bad for our future. Please leave coal in the ground. The negative impacts of coal are now well documented. Moving the coal to China only adds a negative impact to our oceans. Burning coal in China hurts our atmosphere just like burning coal in the United States. Thank you for this opportunity to express my viewpoint.

Submission Number: *MBTL-SEPA-DEIS-0000661*

Received: 5/21/2016 7:13:18 PM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: My wife and I live in Washougal, WA, and an additional 16 trains a day, over a mile long, or the equivalent of that many rail cars interspersed in other trains, would close our five at-grade rail road crossings for long periods of time, depending on the train speeds-longer time periods for slower trains. We would undoubtedly have emergency vehicles isolated from their destinations and having to use our one rail road overpass. Homes could be lost and people could die as these vehicles take longer to get to their destinations. Please do not allow the Millennium Coal Terminal to be built. Thank You, Thomas Gordon

Submission Number: *MBTL-SEPA-DEIS-0000662*

Received: 5/21/2016 7:40:13 PM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: Sixteen trains, over a mile long, with filled coal cars, would leave much coal dust along the tracks, along with occasional pieces of coal. This dust contains mercury and cadmium. Friends near Vancouver, WA, now have coal dust on their outdoor furniture from the coal cars going through now. They live 200 feet from the tracks. A friend that lives near Stevenson, WA, along tracks 500 feet away, has coal dust on her outside picnic table blown there by winds from those tracks as loaded coal cars go by. Last, but not least, if there is no coal dust coming off the cars as some have said, why does the railroad company, BNSF, have special units on the tracks vacuuming dust and bits of coal from the tracks and along side the tracks up the Columbia Gorge, along Highway 14? A friend has seen them in action. Pleas do not allow more coal to come down the Gorge by allowing Millennium to build a coal terminal in Longview.

Submission Number: *MBTL-SEPA-DEIS-0002579*

Received: 6/13/2016 5:05:48 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: Coal dust destabilizes rail road beds: BNSF has determined that coal dust poses a serious threat to the stability of the track structure and the operational integrity of our lines in, and close to, the mines in the PRB. This is from a BNSF spokes person and this is how the process works is: After an extensive study, the company (BNSF) determined a dust buildup can prevent water from draining from track beds, which in turn can push steel rails out of gauge and cause derailments. BNSF has spent millions in track repair near the Powder River Basin. However, coal dust escapes the coal cars as they would traverse the route to Longview. The danger of derailments increases with more coal being transported. The DEIS needs to address coal dust in the rail beds and ultimately reject the Millennium proposal. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0002646*

Received: 6/13/2016 12:15:58 PM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: The publication, Power-Official Publication of: Electric Power includes the following information in its article "Tech Notes: Giving PRB Coal the Respect It Deserves, Part 1", January 1, 2008 Use of Powder River Basin (PRB) coal for power generation set another record in 2007. In fact, PRB coal now accounts for about 40% of all the coal fired in the U.S. to produce electricity. In late 2006, the U.S. Chemical Safety and Hazard Investigation Board (CSB, www.csb.gov) released a study that found that at least 281 fires and explosions ignited by combustible dust had occurred in general industry between 1980 and 2005. Those incidents resulted in at least 119 fatalities and 718 injuries. One of the report's main findings: "secondary dust explosions, due to inadequate housekeeping and excessive dust accumulations, caused much of the damage and casualties in recent catastrophic incidents." The National Fire Protection Association's NFPA 654 standard warns that only 1/32 of an inch of dust or more over 5% of a room's surface area presents a significant explosion hazard. (The storage area for the coal would be much more than a room.) Although specific information on PRB fires is hard to come by, statistical data in the NFPA 120 Standard for Coal Preparation Plants can help identify equipment and systems that seem more prone to fires. Other data indicate that silos and conveyor belts were the source of more than half of the reported fires at coal-handling facilities over the past couple of decades. PRB coal's environmental friendliness — and low price per Btu — come with a cost: dustiness that raises the risk of fires and explosions. Although many such incidents have not been widely publicized, they have occurred, and plant operators suggest that their frequency may be rising. Small contained fires are reported to occur weekly at many plants, and several major explosions in recent years have caused extensive damage that cost many millions of dollars to repair. These facts should be included in the DEIS, leading to the denial of the Millennium coal terminal in Longview. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003173*

Received: 6/13/2016 6:17:37 PM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: In the Draft EIS, in Chapter 6, there is a shortcoming that needs to be addressed: “OEA’s models assumed that transported coal would be dry and would not be affected by high ambient humidity, rainfall, or snowfall”. In the Northwest, the rain and snow would impact the amount of coal dust leaving the coal cars. “Weep” holes in the bottoms of the cars would allow more coal dust to be deposited on the rail bed. This has not been taken into account. Little mention is made in Chapter 5 of the diesel particulates, which include PAHs. According to John Incardona, a biologist and toxicologist in Seattle with NOAA. Incardona’s research focuses on what are called polycyclic aromatic hydrocarbons or PAHs. You’ll find these compounds in fossil fuels, including coal. And they’re a problem for fish. “It’s a very simple matter,” Incardona explains. “If it leaves the PAH source and goes into the water and gets taken up by the fish it will be toxic. It doesn’t matter if it’s coming from coal dust or fuel.” PAHs have been connected with liver disease and lower reproductive rates in English sole in Puget Sound. Incardona’s research has shown that when salmon and zebrafish embryos are exposed to PAHs in the lab, their hearts don’t develop normally. That can affect their growth as well as their ability to survive and reproduce. Scientists don’t know exactly how much heavy metals and PAHs escape from coal — especially when it’s in dust form as opposed to solid chunks, but Incardona says it wouldn’t be too hard to find out. These items should be addressed in the EIS and the Millennium coal terminal ultimately denied. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003208*

Received: 6/13/2016 6:32:36 PM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: There are numerous at-grade crossings in Washington that would slow down emergency responders. One example is Kennewick, where the local head of transportation wants more emphasis on this problem in the EIS. Another example is my home town, Washougal, where we have 5 at-grade crossings and 1 overpass. More coal trains would slow emergency responders here too. More concern should be reflected in the EIS for this problem. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003217*

Received: 6/13/2016 6:44:27 PM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: Many of the railroad ties are old, subject to failure. The railroad derailment June 3, near Mosier, OR, was, according to Union Pacific, caused by a broken bolt. The track had been recently inspected. How many more failures have not been spotted? Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003380*

Received: 6/13/2016 11:47:51 PM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: Dr. Steve Ghan is a climate scientist in the Atmospheric Sciences and Global Change Division at the Pacific Northwest National Laboratory. The mission of the division is to understand the atmospheric processes that drive regional and global earth systems, with a primary focus on climate, aerosol and cloud physics; global and regional scale modeling; integrated assessment; and complex regional meteorology and chemistry. Dr. Ghan's work involves a combination of development, evaluation, and application of parameterizations for climate models. He has focused on parameterizations that represent cloud-aerosol interactions and the subgrid influence of orography on atmospheric and land surface processes. He has worked closely with atmospheric chemists to produce self-consistent treatments of not only the influence of aerosols on clouds, but also the influence of clouds on aerosols. During 2007-2011 he led the Aerosol Climate Initiative for PNNL. For the last fifteen years, Dr. Ghan's second research passion has been the representation of the subgrid influence of orography on atmospheric and land surface processes. By treating land as well as atmospheric processes in a consistent framework, the scheme produces high-resolution distributions of not only temperature and precipitation but also snow water, soil moisture, and runoff. His colleague, Dr. Ruby Leung, and he first developed the scheme in 1994, using a regional climate model as a testbed. They evaluated it by comparing with station measurements in a region with complex terrain, and then used it to simulate the impact of global warming on the climate of the Pacific Northwest. He subsequently applied the scheme to a global climate model, and in 2005 used it to produce global 5-km simulations of climate change for a 125-year IPCC scenario. This is his bio from Atmospheric Sciences and Global Change Division at the Pacific Northwest National Laboratory. At the Pasco, WA, Millennium hearing, on June 2, 2016, he testified that allowing the terminal to be built and ship coal, it would be harder to meet the goals set by America at the Paris Climate Conference. Thus the coal shipped out would contribute to climate change when it is burned. The effect on climate should be emphasized in the EIS and ultimately the Millennium terminal given the "No Action" alternative. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003399*

Received: 6/14/2016 1:01:09 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: The Yakima Indian Nation legislative liaison at the June 2, 2016, Pasco Millennium Terminal hearing said that the Terminal would infringe on treaty rights guaranteed by the Constitution. The DEIS says: 3.5.8 Unavoidable and Significant Adverse Environmental Impacts Activities related to the Proposed Action would cause physical or behavioral responses in fish or affect aquatic habitat in the Columbia River. These impacts could reduce the number of fish surviving to adulthood and returning to areas upstream of Bonneville Dam, thereby affecting the number of fish available for harvest by the tribes in the Columbia River. Proposed Action-related trains would travel through areas adjacent and within the usual and accustomed fishing areas and could restrict access to tribal fishing areas in the Columbia River. Because other factors besides rail operations affect fishing opportunities, such as the number of fishers, fish distribution, timing, and duration of fish migration periods and seasons, the extent to which rail operations related to the Proposed Action would affect tribal fishing is difficult to quantify. Making a determination of significance related to treaty reserved rights related to traditional fishing sites on the Columbia River is not determined in this Draft EIS. Even the DEIS doesn't consider the treaty rights of the Indian tribes. This should be included in the EIS or the No Action alternative chosen right now to avoid any further expense for all parties involved. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: MBTL-SEPA-DEIS-0003414

Received: 6/14/2016 2:22:38 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: The Cowlitz Indian nation opposes the Millennium coal terminal proposed for Longview. The DEIS does not address Indian treaty rights and it should. If this not resolved, and spelled out in the EIS, the terminal should be given the No Action alternative. Why spend more time and money? The Lummi brought suit and stopped another planned coal terminal. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003417*

Received: 6/14/2016 2:34:14 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: While the DEIS says the levels of chemicals in coal dust will be within safe limits, the head of Oregon Physicians for Social Responsibility says there are no safe levels for the chemicals in coal dust, which include uranium, mercury, arsenic, and PAHs (polycyclic aromatic hydro compounds). The EIS should reflect these problems more forcefully and the No Action alternative chosen in the final analysis. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003419*

Received: 6/14/2016 2:43:13 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: Asthma is 54% higher in Cowlitz county than the rest of the state. The chemicals in coal dust, such as arsenic and mercury, plus the particulates in diesel train exhaust is twenty times higher than from gasoline when burned. The EIS should take into account these factors and the No Action alternative ultimately chosen. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0003427*

Received: 6/14/2016 2:58:59 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Gentlemen: If a coal train derails and goes into the Clark Fork River, polluting the river and the lake downstream near Sand Point, ID, many businesses will be ruined. This the situation for businesses anywhere along the railroad to Longview. For a few jobs, the risk is too high and the losses could be so monumental, whether fishing for salmon, or any business close to a derailment. The EIS should reflect this. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: *TRANS-LV-Q3-00005*

Received: 5/24/2016 12:00:00 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

A team of scientists led by Dr. Dan Jaffe, professor of Atmospheric and Environmental Chemistry at the University of Washington, conducted a study in the Columbia River Gorge in the summer of 2014, released November 3, 2015.

This study, titled "Diesel Particulate Matter and Coal Dust from Trains in the Columbia River Gorge, Washington State, USA," concluded the passage of a diesel-powered coal train, on average, emits nearly double the respirable, going into the lungs, particulates as does a diesel powered freight train and a coal train's emissions are half diesel and half coal dust.

When a coal train is seen with coal dust coming off, this dust is larger in size than the respirable particulates and is filtered by the nose and mucus; the most dangerous particles can't be seen.

BNSF says the surfactants put on the coal plus modified loading chutes can reduce the coal dust coming off the coal train cars up to 85 percent when they leave the Powder River Basin. But by the time the coal goes through the Gorge, up to three percent of the coal has been lost in transit, about 500 pounds for each car.

Additional studies have found that coal dust contains arsenic, lead, mercury and polycyclic aromatic hydrocarbons, PAHs, which severely affect fish, including salmon. ATSDR, the Agency for Toxic Substances and Disease Registry, part of the Centers for Disease Control, says, "Studies of people show that individuals exposed by breathing or skin contact for long periods to mixtures that contain PAHs and other compounds can also develop cancer."

Why expose our fish and our neighbors to much more of these poisons?

Submission Number: *TRANS-PASCO-M1-00001*

Received: 6/2/2016 12:00:00 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Thomas Gordon. I live in Washougal, Washington which is in Clark County right next to Columbia River.

Another problem with coal dust besides the uranium, thorium, lead, mercury, and arsenic is spontaneous combustion. One analysis on PRB, Powder River Basin, coal represents the extremes of handling problems. This high moisture, highly volatile coal will not only smolder and catch fire while in storage piles at power plants and coal terminals, but has been known to be delivered to a power plant with a rail car or barge partially on fire. These fires can smolder and give off gases as they go through towns en route to Washington.

According to BNSF studies, 10,000 and 64,000 coal dust chunks are blown off each mile-long train per 400 mile trip. Douglas County, Wyoming has 50 percent of their calls for their volunteer fire department responding to fires by trains with many of these fires caused by spontaneous combustion of coal and dust along the tracks.

One rancher had government officials out to show them he had a creek bed with 1.8 feet deep of coal dust in that bed. As a result the rail car fire detection sold by AMETEK Land, Incorporated, specifically mentions Powder River coal in its sales pitch. Another approach, surfactants such as SponSuppress TC2 and SponSupress CPC marketed by AJK Industries, promises to decrease coal fires.

However the chemical in CPC used to reduce coal dust on trains can boost the ability of coal pollutants to enter the environment. And Washington State Department of Natural Resources raises concerns about surfactants. These concerns should be addressed in the EIS. And no action alternative should be chosen.

Submission Number: *TRANS-SPOKANE-M1-00012*

Received: 5/26/2016 12:00:00 AM

Commenter: Thomas Gordon

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Thomas Gordon. I live in Washougal, Washington.

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

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

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

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

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

PAHs have been connected with liver disease and affect overall reproductive rates in the Puget Sound. Also Incardona's research has shown that when salmon and zebrafish are exposed to PAHs in the lab, their hearts don't develop normally affecting their growth as well as their ability to survive and reproduce.

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

Submission Number: *MBTL-SEPA-DEIS-0000986*

Received: 5/24/2016 5:49:53 PM

Commenter: Steve Gorton

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: *MBTL-SEPA-DEIS-0002179*

Received: 6/7/2016 7:00:07 PM

Commenter: Tarlton Gosney

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible

Submission Number: *MBTL-SEPA-DEIS-0001897*

Received: 6/3/2016 2:21:09 PM

Commenter: Alan Gottschalk

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please do not allow this project to go forward. I can see nothing but negative consequences for the Tri Cities, the State, and the earth if this project is approved. When we make it cheaper for other countries to burn coal, they have no incentive to do anything but burn coal. We have all seen the consequences of this, not to mention the environmental damage to Washington from increased locomotive traffic, coal dust, and the inevitable spills that should never occur, but somehow always seem to happen. Please stop this project, and save the state a tremendous amount of future environmental and congestive heartache.

Submission Number: *MBTL-SEPA-DEIS-0000615*

Received: 5/19/2016 7:29:49 PM

Commenter: Margaret Gottschalk

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: *MBTL-SEPA-DEIS-0001913*

Received: 6/4/2016 1:06:55 PM

Commenter: Sharon Gottschalk

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I do not agree with a coal terminal in Longview, Wa. I feel it would be a potential environmental disaster. What happened with the oil train derailment in the Columbia Gorge two days ago could very well happen with coal trains. Not to mention the coal dust that would be blowing off of the trains. The impact to the towns they will travel through will be negative. The coal will be exported to countries who need to be developing environmentally friendly forms of energy, not buying cheap polluting coal.

Submission Number: *MBTL-SEPA-DEIS-0000680*

Received: 5/23/2016 12:20:58 PM

Commenter: Frank Gouse

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: *MBTL-SEPA-DEIS-0002844*

Received: 6/13/2016 2:45:17 PM

Commenter: Gary Gower

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate \$70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0002377*

Received: 6/9/2016 5:59:18 PM

Commenter: Thomas Gower

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal. The draft environmental impact statement shows the project can be constructed and operated and follow the strict environmental standards. I recommend you allow the project to move forward. I was born and raised in Longview and I continue to live and raise my family in Longview. I support cleaning up the site and creating jobs. Thank you for allowing public comment on this important proposal. It's time move forward with this project.

Submission Number: *MBTL-SEPA-DEIS-0002907*

Received: 6/13/2016 3:06:29 PM

Commenter: Bob Goyt

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you

Submission Number: *MBTL-SEPA-DEIS-0000558*

Received: 5/19/2016 6:04:21 PM

Commenter: Glenn Gragg

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it's time Longview went back to work. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: *MBTL-SEPA-DEIS-0002351*

Received: 6/9/2016 5:36:33 PM

Commenter: JoAnne Graham

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied it's time to move this proposal forward! Thank you for letting me submit my opinions and show my support for the project.

Submission Number: *MBTL-SEPA-DEIS-0000310*

Received: 5/10/2016 8:32:11 PM

Commenter: Mickael Gramont

Organization:

State: California

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am opposed to the construction of this terminal. We should not be investing in the coal industry. It will be detrimental to the economy in the long run, and as has been shown in other places, will negatively affect the health of people along its journey from mining to transport and burning. Not to mention the environment. We should be investing money in newer technology and energy research, not clinging to two-century old technology.

Submission Number: *MBTL-SEPA-DEIS-0001324*

Received: 5/26/2016 7:02:10 PM

Commenter: Angelica Grams

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life

Submission Number: *MBTL-SEPA-DEIS-0003320*

Received: 6/13/2016 8:31:22 PM

Commenter: Jerome Graner

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002804*

Received: 6/13/2016 2:31:18 PM

Commenter: Adam Granger

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington State Officials: As a resident of Wyoming I have seen many people and families affected by the downturn in the coal markets. This port project if approved could provide many jobs from WA to WY and in between. I am 100% for this project – please read on. It seems that there is a rationale that by putting in a port we are condoning air pollution in other countries. This project may actually help reduce the global environmental impact from coal fired power plant emissions. The reality is that coal as a baseload electricity source is not going away here or abroad. Wyoming coal is attractive from an emissions standpoint because it has low ash and low sulfur content. It is unrealistic in my view to think that countries will go without electricity if the supply of coal from the U.S. is limited (i.e. no port project). I think they would simply buy coal (potentially inferior coal) from somewhere else. Wyoming families are dependent on the coal mining industry. Therefore Wyoming has invested heavily to resolve the issue of CO2 emissions from coal fired power plants (see NRG cosia CARBON X Prize). The goal is to resolve the technical issues surrounding CO2 emissions and thereby preserve coal as a low cost energy source. This type of attitude is a win for families, a win for the economy, a win for the environment, and a win for the coal industry. The impact to the local (U.S.) environment would be small due to existing infrastructure (railroad from mines to port) being in place already. Regarding the coal dust issue, I have driven alongside railroads (three to four tracks wide) that carry the bulk of Wyoming coal exported from the state and have not once noticed coal dust in the air or pervading the environment around the tracks. This is despite the routes being located in the prairie where it is frequently very windy. I also have had opportunity to tour BEPC's Dry Fork power plant (400MW commissioned 2011, toured in July 2014). I was able to observe the railroad tracks around the plant from a birds eye view. I anticipated that the area around the tracks would be very dirty and mostly black in color. This was not the case! The land adjacent to the tracks appeared very clean. In fact the entire plant was very clean. I will close with the hope that the impact of this project to families in Washington and Wyoming will be considered honesty. Support for family is support for a strong society. Best regards, Adam G.

Submission Number: *MBTL-SEPA-DEIS-0002660*

Received: 6/13/2016 12:30:21 PM

Commenter: Jacob Granger

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This project will be a great addition to the variety of industries that keep Southwest Washington's economy strong. With the proper mitigation measures, it will be a safe, strong creator of jobs. Please allow this project!

Submission Number: *MBTL-SEPA-DEIS-0000170*

Received: 5/9/2016 2:21:14 PM

Commenter: Grant Gratrix

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000904*

Received: 5/24/2016 5:05:31 PM

Commenter: Richard Gravely

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. MBT has received a thorough and comprehensive draft EIS review€one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Thank you for reviewing my comments today.

Submission Number: *MBTL-SEPA-DEIS-0000557*

Received: 5/19/2016 6:03:29 PM

Commenter: James Gray

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: *MBTL-SEPA-DEIS-0000296*

Received: 5/10/2016 7:20:01 PM

Commenter: John Gray

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: *MBTL-SEPA-DEIS-0001573*

Received: 5/31/2016 5:19:21 PM

Commenter: Leo Gray

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: *MBTL-SEPA-DEIS-0000770*

Received: 5/23/2016 2:11:49 PM

Commenter: Rebecca Gray

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it's time Longview went back to work. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000607*

Received: 5/19/2016 6:59:56 PM

Commenter: Glen Greco

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Media coverage would have us believe that transporting coal by rail through our state is unprecedentedâ€"it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thanks for considering my comments.

Submission Number: TRANS-LV-Q1-00047

Received: 5/24/2016 12:00:00 AM

Commenter: Christopher Green

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Christopher Green. I moved here from my hometown in Mississippi two months after the birth of my twin daughters driving nearly 2,500 miles to reach this destination almost a week later. My fiancée and I decided to move to Longview because we both promised our children the same vow that our parents made to us so long ago, to provide for them a safe, happy, nurturing environment for their developing minds and bodies. When my family arrived in Longview two years ago, immediately we knew that we had made the right decision choosing this city to be our new home. Everything about Longview was and still is perfect. From the beautiful backdrop on the Columbia River to the warmth of the tree lined streets. It wasn't long after my family moved into our first house two blocks away from Lake Sacajewea where every day my young daughters play and learn the many different ways to take care of our planet. The Millennium Bulk Terminal proposal is not one of those ways. This proposal threatens the health and safety of every resident of Longview, Kelso, and surrounding areas exposing the populous to the dirtiest of all fossil fuels. Coal creates more pollution than oil, natural gas, and gasoline when burned which leads to climate change and global warming that are already ravaging the Earth as I speak. On a more localized level, stockpiling 100 million tons of coal annually will most definitely lead to air, water, and soil contaminations with toxic material such as arsenic, lead, and mercury just to name a few. Coal is known as the dirtiest of fossil fuels and with good reason. Around ten percent of coal is ash. Coal ash is highly toxic and very hazardous to humans and other living organisms due to containing two radioactive elements, uranium thorium. Even with the application of surfactants, coal ash and other hazardous byproducts when stored openly and locally usually escape the housing terminals and expose those living nearby to radiation and other environmental toxins. However the largest and perhaps the most long-term effect of coal use is the release of carbon dioxide. Greenhouse gas is responsible for climate change and global warming. In 2013, the head of the United Nations' Climate Agency advised the world coal reserves be left in the ground to avoid catastrophic global warming, a warning that I believe we all must heed. As it stands right now, Cowlitz County is ranked number two as far as asthma rates statewide with nearly ten percent of residents suffering from respiratory illnesses like asthma and COPD. A coal terminal, especially one so close to residential neighborhoods, would only serve to inflate this statistic by stockpiling massive uncovered piles of coal to parks and schools exposing children to the air pollutants and heavy metals such as mercury and lead. Millennium claims that they will be able to prevent the coal dust from escaping from the use of surfactants and water is absurd, unreliable, and highly irresponsible to states. Many tests have shown there is really no guarantees with the wetting method that is 100 percent effective and with a projected 840 new vessels in the Columbia River moving over 100 million tons of coal annually, the risk of contaminating water, the very water we drink, with deadly pollutants is astronomically high. Aside from air, water, and soil pollution, the added rail traffic will undoubtedly cause massive congestions in an area of town that already suffers from major clogging issues due to freight being imported to and from the docks on a daily basis. Civilian traffic over the Lewis and Clark Bridge in and out of Oregon and the employees along Industrial Way. With this proposal, Millennium will be adding an extra two hours of down time on their rails which run along the entire stretch of Industrial Way every day. This would be to accommodate for the extra 20-mile long, 100-plus car loaded coal trains complete with four diesel engines that would either be entering or exiting the terminal every hour and a half. Running on a 24-hour schedule, this does not only increase the likelihood of delaying emergency medical response time, but increase the chance for accidents arising in traumatic injury and death and exposure to particulate matter for a large number of the population. The increase in noise exposure may also lead to sleep disturbances, cardiovascular disease, stroke, hypertension, and cognitive impairment in children among a host of other major medical disorders. No neighborhood is at greater risk of these exposures than the Highlands whose boundaries stretch from Washington Way on the north to Oregon Way on the south. This neighborhood, home to a large portion of Longview's low income and people of color population is also the site of many important community resources including St. Helens Elementary School, Archie Anderson Park, and

Cloney Park. Building a coal terminal will expose so many vulnerable citizens would only exacerbate any existing mental or health disorders already present in this community while simultaneously causing more. This proposal will not only endanger the health and safety of countless residents and poison the environment, it will serve to hinder the already thriving economy in place unnecessarily at the taxpayers' expense. In order to make sure that existing railroads are up to date on the upcoming challenge in hauling over 100 million tons of coal through our beautiful countryside, Millennium has proposed also that the state pay for improvements that would be necessary to the lines. I hardly agree that responsibility should be that of the citizens who don't benefit from this agreement at all. This company has already lobbied successfully that this state's legislature spend 85 million dollars of taxpayer money to pay for an overpass at Oregon Way and State Route 432, with many more millions expected to come in the future. Leading railroads have stated that without these improvements to increase capacity, Reynolds Lead, BNSF spur, and three sections of the BNSF main line routes in Washington State are not projected to have the capacity to handle baseline rail traffic and proposed action related rail traffic in 2028. Aside from that, Millennium CEO stated that other rail users would also benefit from these rail improvements at Oregon Way and SR 432. While this sounds like a boost to the local business, in actuality, according to Cowlitz County's own SR 432 assessment, Millennium is projected to occupy 74 percent of all rail operations, the remaining 26 percent is projected to go to Barlow Point, which is currently farmland that lacks both a dock and most importantly a rail line. In short, this rail system stands to benefit Millennium and only Millennium. If we as a community wish to truly support Washington agriculture and local businesses, we will not approve this proposed terminal. Millennium also is not the economy stimulating job creator the company claims to be in this proposal with their promise to create thousands of jobs across the Pacific Northwest. By their calculations, the terminal in Longview will only need 135 employees to complete daily operations and, with every other terminal proposal already have been shut down across Oregon and Washington, that promise seems rather bleak. The Pacific Northwest has spoken with Oregon establishing a statewide plan to be coal free by 2020 and Washington State to follow by 2024. Export markets for coal are on a consistent decline and with the world moving toward a safer, more sustainable form of energy, the demand for coal is not at the peak levels it once enjoyed. For Longview to now incorporate exporting coal instead of looking for an alternative method to stimulate the economic growth would be a mistake, one detrimental to our community and environment. In closing, I would like to thank you for your time and ask that the Cowlitz County officials and the Department of Ecology officials please vote for a no-alternative action to the Millennium Bulk Terminals. This contract puts many of our lives at risk. More than 200,000 have already voiced our concerns about the dangers of coal exports. As a father of two, I want nothing more than to ensure that my children are safe. As a veteran of the United States military, I want nothing more than the safety of my fellow Americans, which is why I alone with so many others hope that you will make the proper decision. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000605*

Received: 5/19/2016 6:58:12 PM

Commenter: Darrell Green

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: *TRANS-LV-Q2-00005*

Received: 5/24/2016 12:00:00 AM

Commenter: John Green

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is John Green. I live in Gearhart, Oregon. I've lived in Longview for 14 years before I moved to Gearhart. But in March 2016, the Federal Energy Regulatory Agency, FERC, which is an acronym for Federal Energy Regulatory Commission, rejected a liquified natural gas pipeline and export terminal in Coos Bay, Oregon. The reason it was rejected, this agency was required to balance the need against the adverse effects of the project, what the adverse effect of the project would have on landowners and the environment with the LNG market in upheaval. The backers were unable to demonstrate that demand exists for the product. It seems that the same is at play here in Longview with two major and several minor coal companies now in bankruptcy, a reduced demand in Asia, and the ready supply from other global sources as well has reduced domestic consumption Powder Basin coal is no longer in high demand and the price reflects this. Is it wise or even morally right to allow the transport of this product to trump the quality of life in this community and others from Montana to Longview? The adverse effects include rail congestion along the route and within Longview itself, shortages of rail equipment for shipping less than a unit train, coal dust spewed from trains and from a ten-story high pile of coal on the banks of the Columbia, light and noise pollution, as well as more fuel for global climate changes. All these are being discussed here today. I believe a precedent was set by a federal agency in Coos Bay in its decline to permit an LNG terminal. And it should be followed in Longview by declining a permit for Millennium coal terminal. Thank you.

Submission Number: *TRANS-LV-M1-00010*

Received: 5/24/2016 12:00:00 AM

Commenter: Richard Green

Organization: St. Steven Episcopal Church

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Father Richard Green. I'm an Episcopal priest. I've lived in Longview for the last 16 years. Ten of those years was the rector of St. Steven Episcopal Church here in Longview. St. Steven was in that first generation of Christians, and he was appointed to take care of the most vulnerable in his community, and established a moral imperative that we should take care of the most vulnerable. With Longview, the most vulnerable in our community lived right across Industrial Way from the proposed site. It's their children, their lives that will be impacted the most. Not those of us who comfortably live far away from the river, but the most vulnerable. Now we've been assured that state of the art techniques will be employed to take care of this. Well we've been listening to these environmental impact reports for decades. Time and again we've been assured that it's going to be okay, and time and again we've been disappointed at the horrors unleashed by corporate industrialists, all for profit. At some point we have to say we're putting a line in the sand, no more. And this looks like a pretty good place to draw the line. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001094*

Received: 5/24/2016 7:18:10 PM

Commenter: Shawn Green

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: *MBTL-SEPA-DEIS-0002875*

Received: 6/13/2016 2:57:02 PM

Commenter: James Greenawalt

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002822*

Received: 6/13/2016 2:37:37 PM

Commenter: Kathy Greenawalt

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *TRANS-SPOKANE-M2-00078*

Received: 5/26/2016 12:00:00 AM

Commenter: Heather Greenblug

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Good evening. My name is Heather Greenblug (phonetic). I'm a resident of South Spokane County. I've lived in the area for over 30 years. I've also previously lived in Eastern Montana, Western Montana, and Alaska.

Upon moving to Spokane to where my family resided, I have been a mother, a wife, a daughter, and a care taker of my elderly parents, who have since passed away.

I have suffered from severe asthma since I was three years old, almost 55 years. I'm here to give you personal experience of the disastrous effects of worsening air quality, air pollution, and anyone who says that coal dust has no detrimental effect has never tried to breathe or struggled to breathe.

It doesn't matter whether it's coal dust. It can be dust from roads, dust from agricultural fields, it can be dust caused by global warming and the heat, it can be dust from coal trains. And when you attempt to open your windows at night to get a breath of fresh air, I consider that an oxymoron. There's no such thing.

For those people who suffer from respiratory illness, there is no such think as fresh air anymore in this area.

And as I live about a mile about from the train tracks in the Marshall area, as the dewpoint settles and evening comes into play, you can see the dust sit in the air and it is extremely difficult to enjoy your home, to enjoy the environment, and I plead that you will take the health and safety into account and oppose this bulk terminal. Thank you.

Submission Number: TRANS-SPOKANE-M1-00016

Received: 5/26/2016 12:00:00 AM

Commenter: Ann Greene

Organization: Dr. Erick Greene, Professor of Ecology, University of Montana

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

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

He writes, In addition to all of the issues that have already been raised over the dangers of burning coal, CO2 emissions and global warming, I want to raise an issue that is not widely appreciated, mercury in our environment. Mercury is an extremely powerful neurotoxin causing brain damage at extremely low levels.

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

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

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

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

In conclusion, expanding the port at Longview and allowing millions of additional tons of coal to be burned each year in China would not only increase unacceptable amounts of CO2 but would also increase mercury levels in western Montana and throughout the world. For these reasons, I strongly encourage the State of Washington and Cowlitz County to deny the proposed permit to expand the port at Longview.

Juanita Greenway
5/24/16
Langview, WA

Hello,

My name is Juanita Greenway, from Vancouver, WA. where we have our own energy project issues. You have heard from physicians and other professionals about the harm caused by the activities of companies like Millenium Bulk Terminals. I'm here to focus on other issues: ① Millenium Bulk's trustworthiness; and, ② a major deficit of the DEIS.

Millenium Bulk submitted their proposal in 2009. They were subsequently forced to withdraw that proposal when leaked documents revealed that the company actually intended to ship 40-60 million tons of coal through the terminal, rather than the 5.7 million tons it originally applied for to the Clatsop County Commissioners. What a whopper!

A subsequent proposal was submitted, so here we are — I know that those who tell such whoppers will misrepresent anything in order to make a buck. This is a given ^{not a maybe} from a bad neighbor.

I urge a ~~no~~ action decision on the Millenium Project.

Regarding the DEIS: a scientific study must be made of the health impact of Millenium project activities upon this community. None, I repeat, none was included in the DEIS. Seriously, isn't this where an EIS should begin? I urge this be done and then reject this harmful project.

Submission Number: *MBTL-SEPA-DEIS-0000344*

Received: 5/11/2016 3:06:32 AM

Commenter: BRAD GREGORY

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: *MBTL-SEPA-DEIS-0002094*

Received: 6/7/2016 4:56:31 PM

Commenter: E.Clint Gregory

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: MBTL-SEPA-DEIS-0002955

Received: 6/13/2016 3:31:18 PM

Commenter: Frank Gren

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001672*

Received: 5/31/2016 6:34:09 PM

Commenter: Robert Griffin

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal is an obsolete fuel and dangerous to our long term good. Keep it in the ground. Why destroy our environment so that a few can work in this industry. Find other avenues to make your living. This isn't about people, it is about a corporation making money.

I am opposed to the proposed Millennium Bulk Terminal. I do not believe the coal dust will be suppressed enough to keep our air clean. I do not believe increased rail traffic will be safe enough for life to go on safely. I do not believe them when Millennium says the river will be kept clean. ~~There is too much at stake for this project to proceed.~~

Millennium will say anything to get their coal terminal built. They owe their allegiance to their stockholders and investors. Millennium wants to be our employer. They are not our friend. They want to keep their stockholders and investors as their friends. They want us to help them make a profit and will say anything to get what they want. ~~Millennium doesn't care about clean air or clean water.~~

Earlier plans for 5.7 million ton terminal is now a plan for 44 million tons after their internal communications were revealed. Was Millennium's plan to get permission for a smaller pile of coal, and then beg our forgiveness and pay fines when they exceeded the amount they proposed on their permit? How much can they be trusted?

Can they be trusted when they say they will create jobs. According to The Daily News, Millennium used phrases such as -

- Expect to create
- Mostly local
- According to company's economic analysis
- Expressing hopes

These phrases leave too much room for interpretation. *Can Millennium be trusted?*

Will Cowlitz County workers be at the top of the list for the "mostly local" jobs? What is the salary for a full-time worker? \$50,000 per year? \$75,000 per year? \$100,000 per year? Will there be a profit sharing plan, health benefits, retirement plan, production bonuses? Will the Millennium executives live here? What percentage of the profits will leave Cowlitz County?

The Daily News reported -

- 300 Millennium jobs on same site Reynolds employed 950 That is only a third the jobs on the same site. *Could a different, cleaner business employ more Cowlitz County citizens?*
 - *trains will* stop traffic at 3rd Avenue, Oregon Way, California Way and Industrial Way and
 - working with Burlington Northern Santa Fe, haven't completed plan
- Again, these phrases ^{are} leave too vague with too much room for interpretation.

How will businesses on 3rd Avenue, Oregon Way, California Way and Industrial Way be affected by the traffic backups caused by 16 coal ^{trains} per day? What will be the economic impact for those local businesses whose workers live here and pay taxes here? How will the 16 trains per day affect the people traveling through Longview who spend money at our local businesses? Are we sacrificing local business for the dirty coal industry already in poor financial health? ~~Will the port of Longview lose other potential shipping business due to~~

There are still too many unknowns in this project. The project is prime for potential disasters. Don't let big coal's big money buy us with unproven promises. ~~Say no to dirty coal. Our natural environment is at stake and we should not game with it.~~

Bob Griffith
Longview

Submission Number: *MBTL-SEPA-DEIS-0000991*

Received: 5/24/2016 5:53:40 PM

Commenter: Curt Griffith

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: TRANS-LV-Q1-00019

Received: 5/24/2016 12:00:00 AM

Committer: Ed Griffith

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Ed Griffith, G-R-I-F-F-I-T-H, and I'm moved from Georgia to Longview, Washington about six months ago. This project plans to bring nine trains of coal to Longview each day in mile-plus long trains and load it onto ships bound for China is a bad idea based on false assumptions. It is bad for the environment, for health, and is a bad business plan. It is bad for the environment. There is no such thing as clean coal. Smog forming nitrogen oxides, mercury, lead, arsenic, and soot-forming sulfur dioxide make coal the dirtiest power by far. Coal also produces more greenhouse gases than any other form of energy. It is bad for health. Medical professionals have attributed an increase in asthma, chronic bronchitis, heart attacks, and premature deaths from heart and lung disease from transporting and burning coal. It is based on a bad business plan for the following reasons: Arch Coal has declared bankruptcy. China, the proposed buyer of the coal, faces a huge oversupply causing a suspension of any new coal mines. Asia, the supposed market, is not investing in coal plants. Arch Coal increased CEO and executive pay so much that the SCC noticed. Their CEO pay went from 3.9 million to 4.3 million in 2013, and 7.3 million in 2014. Why increase pay for a failing company? Coal companies have a long history of leaving behind retirement pay, jobs, and devastated landscapes after fleeing with obscene profits. We just moved from Atlanta, Georgia to Longview. Georgia's taxpayers paid millions of dollars to clean up the environmental messes from coal, suffered pollution and traffic delay from long coal trains, paid huge medical costs for respiratory coal illnesses, and lost good prospective jobs because new industry does not want to move into a polluted state. I hope Washington does not make the same mistake that Georgia made. Thank you.

Submission Number: *TRANS-LV-Q2-00023*

Received: 5/24/2016 12:00:00 AM

Commenter: Harriet Griffith

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Harriet Griffith, and we just moved from Atlanta, Georgia to Longview. I am concerned, however, to find that Washington may be following Georgia's bad example. Georgia taxpayers in addition to paying millions of dollars to clean up the environmental messes from coal mining and burning has paid huge medical costs for asthma and the other diseases inherent in burning and transporting coal as well as losing good jobs because new industry does not want to move into a polluted state. This is in addition to hours of waiting for long coal trains to pass. I hope Washington does not make the same mistakes that Georgia made.

Submission Number: *MBTL-SEPA-DEIS-0000817*

Received: 5/24/2016 10:33:55 AM

Commenter: Sara Grigsby

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am a resident of the Gorge Scenic area and I am very much against any coal transport through the Gorge and any terminal that would encourage and support that transport. My reasons include: Global warming -- we need to put our energies into other fuel sources Safety - more traffic, more chance of derailments and fires Environmental Pressures - Degradation - more traffic, more negative pressures on an already over-pressured (supposedly) protected region Reject the terminal. Sara Grigsby

Submission Number: TRANS-SPOKANE-Q3-00004

Received: 5/26/2016 12:00:00 AM

Commenter: Eric Grimsrud

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Eric, E-R-I-C, Grimsrud, G-R-I-M-S-R-U-D. And I have a website called EricGrimsrud.com, just if anyone is interested further.

I'm emeritus professor of chemistry at Montana State University, where I was for 30 years. And I also was a chemistry professor at University of Alberta in Edmonton and Washington State in Pullman for shorter periods.

And one of my subjects of study was atmospheric science, focused on that. So I got to know quite a lot about the atmosphere and the associated environmental problems, such as stratosphere, ozone depletion earlier, and now climate change.

And if I had a chance here I would have just made one remark to leave that I think is very important. There are lots of smaller concerns, too, but one thing I learned is that mother nature has her boundary conditions, which you cannot afford to step over without dire consequences. And one is the total amount of carbon dioxide that we can put into the atmosphere.

Since the beginning of the industrial age we have so far put in 500 gigatons of carbon in the atmosphere. Okay? And scientists believed -- and that raised the temperature about one degree centigrade of the earth.

Scientists believe that we cannot afford to go higher than two degrees total, and therefore cannot afford to use more than 500 more gigatons of carbon that is burned that much. Okay?

And so that would be a total of a thousand. Now, if he look at the reserves that we have for future use, if you look at gas and oil together they exceed 500 gigatons by themselves. More probably like 700 gigatons. So we can't even afford to use our gas and oil, which are very proficient suppliers of energy relative to coal. Twice as much energy for Co2 molecules produced.

So, and coal on the other hand, you could say has a very dubious advantage in that there is unlimited supply of, say, at least 10,000 gigatons. 10,000 gigatons. It's just endless.

So, the question is, we can't afford to use our clean gas and oil, all of it. Why would we develop an infrastructure for the future use of coal? I mean, it just doesn't make sense.

Because one thing, you know you're going to use your gas and oil because it's so readily transportable and clean, doesn't have mercury in it.

If we're going to use our reserves for sure we'll use gas and oil. So we're going to use probably more than our 500 allowed gigatons of gas and oil.

Which, again, just why? It's just insane to work on an infrastructure for coal. And new technologies that are held out to be the answer for coal, such as carbon collection and sequestration, and those are pipe dreams today.

They're theoretically feasible on small scale. But if you're talking about putting them in power plants around the world

Grimsrud, Eric (TRANS-SPOKANE-Q3-00004)

and hauling out all that debris, carb e, sequestering it, that's coming in, when carbon molecule on those trains gets converted to Co_2 , that triples its weight -- Co_3 , it triples the weigh. So you have triple the weight of stuff to move away from those power plants. I mean, it's just ridiculous, the idea that that could be economically viable.

So let's invest in infrastructure of other things that will work in the future, where there will be jobs in the future, as opposed to where there are jobs presently in a dying industry.

Submission Number: *TRANS-LV-Q2-00024*

Received: 5/24/2016 12:00:00 AM

Commenter: Marta Groff

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Marta Groff (phonetic), and I am from Federal Way. I am a retired school teacher and grandmother of a six-year-old. And I'm representing him here today. I'm also from our climate action group, Salt Water UU Church. If I were to ask if Millennium is a good business partner for Longview, Cowlitz County, and our state of Washington, you might say that it is not in the scope of this study. But is it a good environmental business partner for this city, county, and state? The owners of Millennium are Lighthouse Resources and Arch Coal. The latter was one of 50 coal companies that have filed for bankruptcy in the last year. The Wyoming Department of Environmental Quality agreed to accept 75 million in place of the company's 486 million in self-funding liability to the state for reclamation and cleanup. Would the state of Washington be willing or required to make such a concession? Prevention is the best medicine. The second point that I would like to make is a very obvious one. Coal is really dirty. From its extraction from a ravaged earth to methane released as the coal ore is disturbed, to its loading, to its transportation via diesel powered trains whose diesel exhaust has been classified carcinogenic by the World Health Organization to its 500 pounds of coal dust per car showered upon the land, forests, rivers, towns and people. That 500 pounds is from BNSF information. To its offloading at terminals and onloading onto diesel-powered ships to far away lands to be burned producing carbon dioxide, nitrous oxide, and other gases that damage the very atmosphere that we and future generations need to exist. From beginning to end, it is environmentally dirty. And the dirtiest of all fossil fuels to burn. It is a local issue in every location, but it is also a global one. One of the destinations for the coal is India, a country suffering from already the effects of climate change. Though you said the scope cannot include the countries where burned, but did recognize in 5.8.1 in the DEIS that greenhouse gases are global rather than local air pollutants with worldwide impacts. It is important to note that on May 20th in India the temperatures rose to over 50 degrees Celsius, 122 degrees Fahrenheit with people dying from heat. And they are in the depth of a drought. Water being trucked in by oil trucks. What we do affects the world globally. Decisions made in this city, this county, and this state have an effect for us all. There is an independent web of all existence of which we are a part. I ask no action.

Submission Number: *MBTL-SEPA-DEIS-0001051*

Received: 5/24/2016 6:39:26 PM

Commenter: Cindy Grohs

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: *MBTL-SEPA-DEIS-0000419*

Received: 5/17/2016 6:39:44 PM

Commenter: Helen Groninga

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it's time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: MBTL-SEPA-DEIS-0000649

Received: 5/20/2016 1:46:43 PM

Commenter: W.P. Groomer

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. We need to move this project along. Thank you for your consideration.

Submission Number: *MBTL-SEPA-DEIS-0001436*

Received: 5/28/2016 11:27:33 AM

Commenter: R.W. Groose

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I understand that Millennium Bulk Terminals-Longview, LLC (MBTL) is proposing to construct and operate a marine terminal for export of coal in Cowlitz County, Washington. Bad idea! Coal is the worst fossil fuel. It causes global warming more than any other fossil fuel. The Cowlitz County Department of Building and Planning and the Washington State Department of Ecology are working cooperatively as SEPA Co-Lead Agencies for the SEPA Environmental Impact Statement (EIS), which is required for this project. The SEPA Draft EIS was released for public review on April 29, 2016.

Submission Number: *MBTL-SEPA-DEIS-0003044*

Received: 6/13/2016 4:57:55 PM

Commenter: Casey Gross

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, Casey D. Gross cgross@archcoal.com 82716

Submission Number: *MBTL-SEPA-DEIS-0002197*

Received: 6/7/2016 7:14:49 PM

Commenter: Ken Gross

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

MILLENNIUM Bulk Terminals - Longview SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|--|--|---|
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input checked="" type="checkbox"/> Wetlands or Streams |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Greenhouse Gas | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input type="checkbox"/> Rail Transportation | <input checked="" type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input checked="" type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

I am Deena T. Grossman of Portland OR
 Please do not build or permit the Millennium terminal in Longview. Coal should stay in the ground. Transporting coal in trains to Longview and then in ships down the Columbia river and across the Pacific is a bad idea. The degradation of our environment, rivers and air are a

(comment continued)

(additional space is provided on the back)

Submission Number: *MBTL-SEPA-DEIS-0001155*

Received: 5/25/2016 12:30:08 PM

Commenter: Luke Grossmiller

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I feel compelled to protect myself, my family, friends and community, from the development of this project which would result in coal being burned over seas and threatening the things a care about. Please do not build this shipping terminal at my expense. I have nothing to gain and everything to lose. Please shut down current coal shipping operations, as the earth's natural capacity to balance CO2 emissions has already been surpassed by human activities. We need to reign dirty energy consumption in, not expand these operations. Again, I consider this development to be a threat to my personal wellbeing, as well as my family, friends, and community. People want good jobs, meaningful jobs that they love, jobs that are good for the future. and that provide a sense of connection with one another. Jobs shipping coal around the world don't meet the criteria for good jobs. Millennium jobs are bad jobs that benefit the corporate executive and shareholders most in the short term, and whose long term costs to tax payers are not being factored into the equation. Don't be fooled by ugly jobs dressed in pretty language. Encourage people to do what they love, to be kind and generous, and to practice seeing the good in one another. Then people will be busy, creative, productive- and new jobs will appear. We will find a way. If in doubt, grow more kale. Don't look to unethical dirty energy for jobs and security. Just say NO! Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000871*

Received: 5/24/2016 4:39:52 PM

Commenter: Gerald Grotkier

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it's time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: *MBTL-SEPA-DEIS-0002335*

Received: 6/9/2016 5:27:03 PM

Commenter: Marty Grover

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

oal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries.

Submission Number: *MBTL-SEPA-DEIS-0001033*

Received: 5/24/2016 6:19:21 PM

Commenter: David Groves

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: *TRANS-LV-Q1-00042*

Received: 5/24/2016 12:00:00 AM

Commenter: Arthur Grunbaum

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Arthur Grunbaum, G-R-U-N-B-A-U-M. I'm from Grays Harbor County and live on the South Bay of Grays Harbor. The Millennium Bulk Terminals Longview, LLC will exacerbate ocean acidification. Studies have shown that acidification occurs as the ocean absorbs carbon dioxide from the combustion of fossil fuels. Those same studies show that the expected declining pH could jeopardize dungeness crab and put the fishery at risk. The oyster and shellfish industry has also seen a crisis in the ability of larva to form shells during important growth periods. This same crisis is now extending to the dungeness crab. The economics of southwest, central, and northern coastal Washington depend on healthy populations of marine resources. Allowing Millennium or other new fossil fuel terminals is not in the best interest of the state or nation. The permits must be denied as there will be significant increase of greenhouse gas emissions that cannot be mitigated. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000085*

Received: 5/5/2016 9:25:04 PM

Commenter: Bruce Gryniewski

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years. Thank you, Bruce

Submission Number: *MBTL-SEPA-DEIS-0001385*

Received: 5/26/2016 7:31:20 PM

Commenter: Craig Guernsey

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The findings on coal dust, that suppression systems (water spray) would limit coal dust to 1/4 teaspoon per year per square meter outside the terminal is just ludicrous. The tests obviously were not done on 85 foot piles of coal subjected to the 20 to 40 mph winds we get on the Columbia River. Water systems are not going to hold dust on the piles. Other coal export terminals have coal dust issues using water systems, what makes this one different? If the project is approved and dust becomes a major issue, who pays for cleaning up our community? Is the State going to require Millennium to put millions of dollars in a cleanup fund? On the subject of rail improvements needed, in Longview alone they will be extremely expensive not counting upgrades for mainlines in Washington to handle the volume. Who pays? Railroads are private companies and taxpayer dollars should not be used for any of it. The quality of life in our community may be drastically effected by this project if it is approved. Have all potential impacts been addressed by this study? We are finally seeing home values rising from young commuters from Vancouver and Portland buying homes here. A coal dump is not something that attracts new people no matter how much lipstick is put on the pig.

Submission Number: *MBTL-SEPA-DEIS-0001885*

Received: 6/2/2016 6:30:42 PM

Commenter: Damaris Guglielmo

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please!! The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let's keep our jobs local! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you!!!!

Submission Number: *MBTL-SEPA-DEIS-0001787*

Received: 6/2/2016 5:05:57 PM

Commenter: Dan Guglielmo

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: *TRANS-SPOKANE-M2-00047*

Received: 5/26/2016 12:00:00 AM

Commenter: Elizabeth Guick

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Good evening. My name is Elizabeth Guick (phonetic). I'm a student of ecology and I was raised in Spokane. I'm here to object to the proposed coal export terminal in Longview. In no way do I want 16 more coal trains a day passing through my town. There are no jobs in it for Spokane. It simply poses a threat to public and environmental safety.

On the issues of coal dust pollution, I do not trust the EIS statement when it says coal dust has no effect. I believe that is delusional and false.

You have heard the already testimonies of the coal. Now add 16 more trains on top of them. BNSF and other studies show that as much as three percent of a coal's car load can blow away in transit. And this pollution is nasty. It consists obviously of carbon but also arsenic, mercury, lead. And the surfactant flame retardant that's sprayed on the coal to prevent combustion, this is toxic. It's nasty and it's dangerous.

The trains follow rivers and waterways from Montana to the coast. There is no justification for polluting the air, water, and lands along the tracks.

There is no justification to contaminate the streams where fish hatch their sensitive eggs, or the air of the people who reside in towns and cities all along the tracks.

Coal profits and a mere 300 permanent jobs do not come before a clean environment, clean rivers and streams, clean soil and clean air, and a livable future.

I understand jobs are very important. There's plenty of jobs awaiting in the green energy industry. There is an abundance of opportunity to grow our economy without harming the health of our environment. Solar, wind, bio adjustors, low causing food system, recycling, to name a few. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002171*

Received: 6/7/2016 6:54:13 PM

Commenter: Chris Gulley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: *MBTL-SEPA-DEIS-0001076*

Received: 5/24/2016 6:57:22 PM

Commenter: Christopher Gulley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: *MBTL-SEPA-DEIS-0002027*

Received: 6/6/2016 3:09:01 PM

Commenter: Christopher Gulley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: *MBTL-SEPA-DEIS-0002278*

Received: 6/9/2016 4:48:01 PM

Commenter: Jerry Gulley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years. T

Submission Number: *MBTL-SEPA-DEIS-0001077*

Received: 5/24/2016 6:57:54 PM

Commenter: Mary Gulley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: *MBTL-SEPA-DEIS-0002030*

Received: 6/6/2016 3:11:16 PM

Commenter: Mary Gulley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please move forward with the government's environmental study. I say let's get moving with the Longview port ASAP. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0001434*

Received: 5/28/2016 10:53:09 AM

Commenter: Mike Gundlach

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I live in the Columbia Gorge and have seen the impacts of the coal industry first hand. It's clear that these corporations have one goal in mind, to make more money. They do not care about the negative impacts they create due to mining, transportation and use of their product. If they did care they wouldn't spend hundreds of thousands of dollars paying lobbyists to fight against every environmental suggestion that comes up. The Draft EIS reveals many serious impacts to human health and the environment that are intolerable and support rejection of the terminal. However, it dismisses other impacts without a valid basis, and this will require additional study and input. Particularly important is a thorough health impact analysis, which has been promised but is still unfinished. The Coal Terminal Would Harm the Columbia River Gorge National Scenic Area: • There is well-documented evidence of coal discharge from existing coal trains contaminating the air, land and water in the Columbia River Gorge National Scenic Area. The problem is so severe that in some locations coal accumulates in layers several inches deep along the banks of the Columbia River. A recent University of Washington study of coal dust emissions from coal trains in the Columbia River Gorge determined that every coal train loses coal dust and that coal trains emit double the amount of particulate matter compared to other freight trains. The Dept. of Ecology has received this study but did not acknowledge it in the evaluation of coal dust impacts. • Every loaded train that would deliver coal to this facility would pass through the Columbia River Gorge National Scenic Area in uncovered cars. The DEIS fails to adequately consider the impacts of coal train traffic and the associated coal dust on the scenic, natural, cultural and recreation resources of the Columbia River Gorge National Scenic Area. • Coal from existing coal trains is currently being discharged directly into the Columbia River and its tributaries in violation of the Clean Water Act. The DEIS fails to consider the violations of the federal Clean Water Act that would result from the project. Coal is a dirty and outdated energy source that we do not need any longer for power or jobs. The solar and wind industries are proven and viable long-term options that provide clean energy and jobs. Please do not approve this coal terminal and instead help ensure that America moves forward with clean power and long-term sustainable jobs in the clean energy industry.

Submission Number: MBTL-SEPA-DEIS-0000463

Received: 5/17/2016 7:33:26 PM

Commenter: Matthew Guptill

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002594*

Received: 6/13/2016 10:46:58 AM

Commenter: Tom Gurr

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0001393*

Received: 5/26/2016 7:40:38 PM

Commenter: Thomas Gussler

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: *MBTL-SEPA-DEIS-0002754*

Received: 6/13/2016 2:11:49 PM

Commenter: Carl Gustafson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000409*

Received: 5/17/2016 6:27:38 PM

Commenter: John Gutierrez

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Thank you for listening.

Submission Number: *MBTL-SEPA-DEIS-0000738*

Received: 5/23/2016 1:45:06 PM

Commenter: Stephen Gyorvary

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: *MBTL-SEPA-DEIS-0002966*

Received: 6/13/2016 3:36:08 PM

Commenter: Brad Haberman

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000423*

Received: 5/17/2016 6:44:25 PM

Commenter: Nels Hadden

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: *MBTL-SEPA-DEIS-0001061*

Received: 5/24/2016 6:46:53 PM

Commenter: Elizabeth Haeck

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I've been following this issue, and am glad to have the chance to weigh in. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: *MBTL-SEPA-DEIS-0003267*

Received: 6/13/2016 7:22:08 PM

Commenter: Sarah Haerting

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I want to voice my support for the proposed Millennium Bulk Terminal export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: *MBTL-SEPA-DEIS-0001732*

Received: 6/1/2016 8:16:16 PM

Commenter: Dan Hagedorn

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This terminal will not only create American jobs, it will help with carbon pollution by giving Asian countries an option to soft, highly polluting coal with hard, cleaner American coal. The statement about "increasing pollution" are not only misleading, they are at odds with the facts. JUST BUILD IT!

Submission Number: MBTL-SEPA-DEIS-0001416

Received: 5/26/2016 7:57:30 PM

Commenter: Vern Hagel

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001516*

Received: 5/31/2016 4:33:36 PM

Commenter: Vern Hagel

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: *MBTL-SEPA-DEIS-0001911*

Received: 6/4/2016 10:20:22 AM

Commenter: Daniel Hagemann

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This needs to allowed to go through. This will create a lot of new jobs across the region in which the rail will run. It seems like a few radical believers can hurt a lot of people.

Submission Number: *MBTL-SEPA-DEIS-0001471*

Received: 5/31/2016 1:18:44 AM

Commenter: Chere Hagopian

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support the building of this terminal. It will have a positive economic impact on my community that is very much needed.

Submission Number: *MBTL-SEPA-DEIS-0000237*

Received: 5/10/2016 5:36:13 PM

Commenter: Rebecca Haight

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water - coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: *MBTL-SEPA-DEIS-0000166*

Received: 5/9/2016 2:11:21 PM

Commenter: Rick Haight

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001049*

Received: 5/24/2016 6:38:15 PM

Commenter: Roger Haight

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over \$12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: *MBTL-SEPA-DEIS-000021*

Received: 4/30/2016 4:58:55 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Two of the world's biggest coal companies are in bankruptcy, the future of coal looks weak. Yet they want to ship our country's coal resources to Asia through Northwest ports. They will be spreading toxic coal dust in dozens of the Northwest's rail communities, clogging our railroads and ports, risking our families' health, polluting our air and water, and stoking the climate crisis. We need to keep it in the ground where it belongs.

Submission Number: *MBTL-SEPA-DEIS-000023*

Received: 4/30/2016 5:49:10 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The EIS should take into account the entire life-cycle impact of the coal that would be shipped, including the overall carbon dioxide emissions produced when used in Asia.

Submission Number: *MBTL-SEPA-DEIS-0000037*

Received: 5/2/2016 12:26:35 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

“Findings have shown that increases in rail traffic have the potential to result in diseconomies as a result of traffic delays,” according to a paper taken from a University of Texas Transportation Center study. Recent studies conducted by Gibson Traffic Consultants in the western Washington cities of Seattle, Edmonds, Burlington, Marysville, Mt Vernon, and Stanwood suggest potentially severe consequences due to the proposed increase in rail traffic intensity associated with increased train traffic. Adverse effects include increased risk of accidents, impacts to the city’s level of service, decreased ability to provide effective emergency response times, and possible interference with the local freight delivery systems affecting the local economy. Please include a study of this in the EIS.

Submission Number: *MBTL-SEPA-DEIS-0000046*

Received: 5/3/2016 8:21:14 AM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I oppose the MBT. Local economies, communities, and human health are foremost amongst concerns. The coal industry itself acknowledges that coal markets are traditionally volatile and that coal terminals are financially risky ventures. Strategic questions regarding the wisdom of selling energy resources cheaply to an economic rival have been raised. Additional concerns include those about the coal combustion that occurs once the PRB coal reaches its market.

Submission Number: *MBTL-SEPA-DEIS-0000070*

Received: 5/3/2016 7:39:33 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am deeply concerned about the MBT. Sharply increased marine and rail traffic, physical disruption of ecologically sensitive areas, and open coal storage in proximity to the Columbia River give rise to concerns about the proposed coal export facility. The risk of collisions and oil spills rises as coal ships are added to waters already crowded with oil tankers. 80-100 acres of open coal heaps will be in proximity to the aquatic reserve, in an area sometimes subjected to high winds; it is unknown to what extent coal dust in the water might affect the marine plants and animals.

Submission Number: *MBTL-SEPA-DEIS-0000079*

Received: 5/5/2016 6:02:34 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am opposed to the MBT. Coal dust is notoriously difficult to control. BNSF estimates that each uncovered car loses between 500 pounds and a ton of coal dust en route. It is unknown how much coal dust will be released into the air, onto the land, and into the water from the from the 80-100+ acres of open, continuously turned-over, coal heaps in storage at the terminal site.

Submission Number: *MBTL-SEPA-DEIS-0000119*

Received: 5/6/2016 7:05:49 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Impacts from the Project will be felt far and wide. Rail impacts (traffic, emissions, and derailment risks) will extend from the Powder River Basin and the Uinta basin to the Project site. Please study the impacts all along both proposed routes.

Submission Number: *MBTL-SEPA-DEIS-0000124*

Received: 5/7/2016 2:06:14 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Greenhouse gas emissions will rise from the eventual combustion of the mined and transported coal, resulting in increasing temperatures, ocean acidification and mercury deposition in the Northwest. The Millennium facility will add to environmental burdens that will result if it is allowed to be built.

Submission Number: *MBTL-SEPA-DEIS-0000126*

Received: 5/7/2016 6:14:11 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Air quality may deteriorate as a result of the Proposed Project, from additional diesel emissions, coal dust, and the burning of the coal itself. Mercury deposition should be specifically examined. I am particularly concerned about the alarming evidence of toxic contaminants in fish, water and across the landscape the coal trains will pass through.

Submission Number: *MBTL-SEPA-DEIS-0000129*

Received: 5/8/2016 12:41:35 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Peabody Coal is an irresponsible company and is now in bankruptcy. I do not believe they should be allowed to mine and ship any more coal until they have cleaned up all their prior damages to the environment and to people. Read the following article by Kelly Hayes at Truth Out Missouri activists have long struggled against the environmental devastation, residential displacement and unsafe labor practices of Peabody Coal, the world's second-largest coal producer, which is based in St. Louis. Peabody's acts of destruction have been vast and numerous, from contaminating aquifers with toxic coal sludge to its disregard of labor safety standards, and even the looting of sacred Native artifacts. But the company's recent bankruptcy filing has brought little comfort to those most affected by Peabody's conquest and avarice. This month, organizers in St. Louis joined forces with impacted Indigenous community members to form a united front against the company's current maneuvers, which they say are aimed at evading responsibility for the damage the company has done in the United States and elsewhere. Determined to hold Peabody accountable, organizers recently staged a day of action, punctuated by a rush hour street blockade, in the heart of St. Louis, just outside Peabody's headquarters, to present their ongoing demands to the company. Residents of multiple affected communities say the march, rally and blockade on April 19 were the first efforts in a struggle to wrest the company's bankruptcy settlement away from big shareholders and executive bonuses and toward a "Just Transition Fund" for coal-harmed communities. Among other demands, community members from St. Louis, southern Illinois and Black Mesa want Peabody to clean up contaminated water supplies and honor the pensions of its employees. As Marilyn Tewa, a Hopi board member of Black Mesa Trust, explained in a statement released shortly after the day of action, "Peabody's action to file bankruptcy means that they are unable to pay their debts to creditors. So now, the judge will determine who gets paid. Black Mesa Trust knows the first payment will be to the stockholders, top executives and nothing to reclaim land, water and people who have lived on the lands for thousands of years. No justice will be served."

Submission Number: *MBTL-SEPA-DEIS-0000238*

Received: 5/10/2016 5:36:56 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please study the effects of diesel emissions and coal dust from mile-and-a half long rail cars would reduce air quality and deposit toxic elements such as mercury into waterways.

Submission Number: *MBTL-SEPA-DEIS-0000479*

Received: 5/18/2016 8:11:18 AM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am concerned about potential impacts to our land, water, and fisheries and increased coastal riparian and marine habitat degradation from port expansions and shipping traffic.

Submission Number: *MBTL-SEPA-DEIS-0000485*

Received: 5/18/2016 2:19:22 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider the increased carbon pollution from coal transport, export, and burning that is driving dangerous climate-related extreme weather nationally and globally. I do not think it is fair to only hold public meetings in Washington state. When much of Oregon, Idaho, Utah and Wyoming will be effected by the transfer of this coal.

Submission Number: *MBTL-SEPA-DEIS-0000624*

Received: 5/20/2016 11:24:40 AM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The high volume of coal trains, barges and tankers would harm many local businesses and economies, snarl traffic, threaten public safety, and require local taxpayers to pay for rail upgrades and other costly projects. Many businesses also face increased economic loss from the impacts from global warming, ocean acidification, and mercury pollution, made worse by the burning of this coal.

Submission Number: *MBTL-SEPA-DEIS-0000652*

Received: 5/20/2016 5:33:41 PM

Commenter: Buffy Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

A good reason the MBT should be denied-“In terms of cost, we looked at a pharmacology study that says the direct and indirect cost of the diseases and the cost of citizens and businesses in the state healthcare institutions are \$190 million a year. They were talking about \$10 million in tax revenue compared to a baseline of \$190 million a year in healthcare... For every dollar that the coal companies made there was five dollars in public expense.” Dr. Frank James, Family Physician and Public Health Officer in Bellingham, WA Please study the cost this will have on all the states the trains will be going through.

Submission Number: *MBTL-SEPA-DEIS-0000034*

Received: 5/1/2016 5:57:42 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Transporting coal from the Powder River Basin to the proposed Longview terminal site would require unprecedented levels of regional rail usage. I have concerns about dramatically increased rail traffic, the negative impacts associated with coal trains specifically, due to train length, weight, content, and polluting capacity. Please study the effects of these especially between Utah and Longview as there are several water ways these tracks run along.

Submission Number: *MBTL-SEPA-DEIS-0000040*

Received: 5/2/2016 6:38:06 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am opposed to the MBT. Coal dust is generated from uncovered piles that need to be rotated regularly. The dust is notoriously difficult to control. The coal would be loaded from the storage areas into ships for transport to destinations in Asia. We need to keep it in the ground rather than despoil the Columbia river.

Submission Number: *MBTL-SEPA-DEIS-0000078*

Received: 5/5/2016 4:44:49 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am opposed to the MBT. I live right on the UP main line where these trains will be passing. Property values could suffer near the coal train corridor. Entrepreneur Magazine found that the worth of small homes near freight rail lines decrease 5-7%. Ranching and agricultural properties are often bisected by rail lines and therefore are particularly affected by increased coal train traffic. The productive value of these properties is further diminished by damages to water supply caused by strip mining in the Powder River Basin. A new study examining Los Angeles neighborhoods supports the notion that home values decrease as nearby rail traffic increases.

Submission Number: *MBTL-SEPA-DEIS-0000080*

Received: 5/5/2016 6:14:00 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am opposed to the MBT because as a person who lives on the Umatilla reservation I am concerned about its effects and on the impacts to tribal Treaty Rights, traditional use areas and the near and long-term health and sustainability of tribal First Foods. The EIS should also address how the federal government would be fulfilling its Trust Responsibility to the CTUIR and other Indian Tribes if a federal agency was to ultimately authorize this Project.

Submission Number: *MBTL-SEPA-DEIS-0000120*

Received: 5/6/2016 7:12:03 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Ocean transport will cause increased emissions, collision risks, and near-shore effects from Longview, through the Columbia River estuary, and across the sea. Please study the effects of all of these on our planet.

Submission Number: *MBTL-SEPA-DEIS-0000125*

Received: 5/7/2016 2:09:40 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The CTUIR has a treaty-secured "right of taking fish ... at all ... usual and accustomed stations" along the Columbia River and its tributaries. In order for this right to have any meaning, there must be fish to take, they must be healthy and sustainable, and access must be available. The Project will potentially negatively impact these sites and the fish that migrate past them. The additional trains may also adversely affect the ability of tribal members to access treaty reserved fishing sites along the Columbia River and other tributaries due to the increased danger at crossings. The EIS should assess these potential impacts. Fish are but one of the many tribal First Foods, and they all should be considered when weighing the effects of the Project.

Submission Number: *MBTL-SEPA-DEIS-0000127*

Received: 5/7/2016 6:17:39 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

A recent study conducted by a Billings-based transportation consultant and released by the Western Organization of Resource Councils (WORC) outlines economic costs associated with rail system, road and infrastructure upgrades that would be required by proposed Powder River Basin / West Coast coal export projects. The study indicates that these costs, added to mitigation measures, could total in the billions and would likely be borne by state and local governments. The WORC report complements studies previously released by CommunityWise Bellingham on rail capacity, transportation and economic impact issues. Crosscut offers a concise overview of the situation in an article by Floyd McKay. Please investigate these costs to the taxpayer.

Submission Number: *MBTL-SEPA-DEIS-0000240*

Received: 5/10/2016 5:39:09 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Be sure to include in the study- port construction and a huge scaling up of barge traffic and how it would harm crucial fish habitat. Burning more coal in Asia would drive global warming, ocean acidification, mercury deposition, and other crises that affect species like salmon and steelhead that help power the economies of Washington and Oregon.

Submission Number: *MBTL-SEPA-DEIS-0000481*

Received: 5/18/2016 9:39:40 AM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please study decreased water quality from coal dust and increased mercury deposition from coal burning and wind-driven transport and its effects on marine life.

Submission Number: *MBTL-SEPA-DEIS-0000486*

Received: 5/18/2016 5:24:45 PM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please study the effects of increased ocean acidity and mercury from coal burning in Asia. Our oceans are dying and climate change is exacerbating the problem.

Submission Number: *MBTL-SEPA-DEIS-0000625*

Received: 5/20/2016 11:28:50 AM

Commenter: Sherwood Hake

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

“Coal from the Powder River Basin is known, under certain conditions, to be prone to self-ignition. Our Gorge fire departments are understaffed as it is and don’t have the expensive training, tools, and personnel needed to fight coal fires.” Laurent Picard, Hood River City Council member, 17-year veteran firefighter We can't afford to allow these coal trains through our region.

Submission Number: TRANS-LV-Q1-00046

Received: 5/24/2016 12:00:00 AM

Commenter: Dave Hale

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Dave Hale. I'm a resident of Lewis County, Washington, and I'm acting as a private citizen here today. This is in regards to Millennium Bulk Terminal's EIS given at Cowlitz County Fairgrounds Expo Center. Thank you for the opportunity to comment on the proposed action and resulting DEIS. The general summary leaves much to be desired in the scope and conclusions of the study. Most of the conclusions drawn are in relation to areas either within the lease area or immediately adjacent to it. The environmental impacts to resources assumes no significant adverse impacts on every natural resource in the study. The mitigation measures purport to minimize impacts and assume in most part that there will always be some remaining impact. These impacts, when taken into account as cumulative and aggregate are additive and in addition to existing impacts to compromise resources. This is especially true for aquatic resources and fish. Therefore they should be considered significant and unavoidable. We have worked hard on recovery of salmon in the Columbia River Basin. The proposed action will have negative impacts to the basin from the upper eastern drainage areas in Idaho and Wyoming, along the BNSF rail routes, and now the proposed Union Pacific train route from the Uinta Basin to northern Utah and southern portions of Idaho, as well as the northern drainages in Oregon. The DEIS has not studied the areas outside of Washington State understandably. This doesn't mean an impact upstream of the state line will have no significant impact when taken cumulatively. There were tentative plans to barge coal down the Snake River. If dams on the Snake River are removed largely due to their cumulative impacts on salmon, this will assure that alternate routes by barge will not exist and the pressure to keep shipping coal by rail would be great enough that rail congestion, repair, and improvements may be compromised in the name of time and profit. This will only increase the chances of a spill of coal into communities and waterways in that area. Particularly troubling is the potential effect of coal on water quality. A comprehensive study of coal dust in the marine environment, referencing Ahrens and Morrissey 2005, raised concerns about lack of sufficient research on the bioavailability of the contaminants and pollutants in coal to aquatic organisms. Older studies indicated some potential problems with growth rate of trout and abrasion related mortality resulting from coal particles. Canadian government research found that coal dust altered genetic expression in juvenile salmon. Also, Canadian research found that coal in water was a source of acidity, salinity, trace metals, hydrocarbons, chemical oxygen demand, and macronutrients. This is from a study cited in Sightline 2013, March 20th. Washington Department of Natural Resources Research found that minerals in coal can react with seawater to produce localized ocean acidification. Metals in leachate samples from low sulfur Western U.S. coal exceeded Canadian water quality guidelines for protecting aquatic life. This is from, again, the Ahrens and Morrissey Study of 2005. This becomes particularly problematic when the coal trains travel through western parts of Oregon and Washington State during the rainy season. Studies also found that PAHs found in coal affect the growth of mussels and the growth of reproductivity of Chinook salmon. Surfactants have been known to react with the coal and facilitate quicker release of the pollutants in the coal Canadian Research and Washington Department of Natural Resource concerns. This may increase the release of heavy metals from the matrix of the coal especially when the coal is pulverized into powder during extraction, loading, transport, and transfer operations. In light of these concerns, I believe the risks to our natural aquatic resources and the economy associated with them are too great to allow this increase in transport and transfer of coal along the Columbia River. It doesn't fit with our efforts to reduce our state's carbon pollution of the atmosphere relative to global warming and climate change. We need to reduce impacts from energy extraction and transport as well as use no matter where it is ultimately used or burned. At the very least we should not be facilitating the use of coal as an energy source. Therefore I ask that the no-action alternative be the ultimate decision on the proposed Millennium Bulk Terminal permit. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000064*

Received: 5/3/2016 3:54:43 PM

Commenter: Larry Haler

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002684*

Received: 6/13/2016 1:03:14 PM

Commenter: James Hales

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: *MBTL-SEPA-DEIS-0002686*

Received: 6/13/2016 1:04:40 PM

Commenter: Makala Hales

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: *MBTL-SEPA-DEIS-0002628*

Received: 6/13/2016 11:44:03 AM

Commenter: Talmage Hales

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: MBTL-SEPA-DEIS-0000802

Received: 5/23/2016 4:58:09 PM

Commenter: Oliver Half

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed. Sincerely, Oliver Half
longrope.ohalf@gmail.com 59022

Submission Number: *MBTL-SEPA-DEIS-0003241*

Received: 6/13/2016 7:06:36 PM

Commenter: Craig Halko

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments. Sincerely, Craig Halko
chalko@archcoal.com 82718

Submission Number: *MBTL-SEPA-DEIS-0001880*

Received: 6/2/2016 6:26:39 PM

Commenter: Austin Hall

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: *MBTL-SEPA-DEIS-0000109*

Received: 5/5/2016 9:57:24 PM

Commenter: Bonnie Hall

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

MAY 27 2016

May 26, 2016

Millennium Bulk Terminals EIS,
c/o ICF International
710 Second Avenue Suite550
Seattle, WA 98104

Dear US Army Corps of Engineers, WA Dept. of Ecology and Cowlitz County:

We are writing this as concerned residents of Washington State. We live approximately 36 miles from Longview and we are in support of the "no action" alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS).

Millennium's proposed coal export terminal would not only harm Longview, it would take a toll on all the communities effected by the transportation and export of up to 60 million tons of coal a year. Sourcing the coal, as well as transporting and burning it, has a wide range of effects on health, global warming and the welfare of our community. The Longview community and those of us in the surrounding communities do not want to be burdened with the effects of coal dust on our health, additional train or truck traffic and the coal dust pollution of our water sources.

This is a serious decision and it will impact generations to come. Please consider the far reaching realities of creating this coal export terminal and support the "no action" alternative.

Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan Hall" followed by a stylized flourish.

George and Jan Hall

MILLENNIUM Bulk Terminals- Longview SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by June 13, 2016.

Does your comment relate to one or more of the following areas?

- | | | |
|---|---|---|
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input checked="" type="checkbox"/> Wetlands or Streams |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

WE NEED TO INVEST IN CLEAN, SUSTAINABLE ENERGY, NOT COAL. COAL IS THE PAST. BURNING COAL IS CREATING MASSIVE AMOUNTS OF GREEN HOUSE GASES. WHETHER COAL IS BURNED IN THE US OR ASIA, THE DAMAGE IS THE SAME. COAL IS CHEAP ENERGY ONLY BECAUSE THE DAMAGE IT IS DOING IS NOT BEING PAID FOR NOW. FUTURE GENERATIONS WILL PAY THE PRICE. ALSO, IF WE WANT TO CREATE JOBS, WE SHOULD CREATE JOBS IN CLEAN, SUSTAINABLE ENERGY; JOBS THAT WILL BE AROUND GENERATIONS AFTER COAL JOBS ARE GONE.

Karen Hall

(additional space is provided on the back)

(comment continued)

Submission Number: *MBTL-SEPA-DEIS-0003360*

Received: 6/13/2016 10:11:52 PM

Commenter: Kat Hall

Organization:

State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

To Whom It May Concern: I respectfully urge you to select the no-action alternative in the Millenium Bulk Terminals-Longview SEPA DEIS. I am concerned with the increase in vehicle delay and emergency response time at Spokane/north Idaho-area railroad crossings. More importantly, this facility, if built, will be one of the biggest greenhouse gas emitters in the state of Washington, increasing GHG emissions by 30%. It's time we move beyond coal to more sustainable and renewable energy sources. Thank you for the opportunity to comment. Sincerely, Kat Hall

Submission Number: MBTL-SEPA-DEIS-0000088

Received: 5/5/2016 9:27:55 PM

Commenter: Lori Hall

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you. Sincerely, Lori Hall

Submission Number: *MBTL-SEPA-DEIS-0001888*

Received: 6/2/2016 7:53:23 PM

Commenter: Roberta Hall

Organization: Our Children's Trust

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Many religious groups have as core concepts protection of the earth. When I was a child it was called stewardship. I then was a Lutheran and it was taught, particularly at summer camp. But it made an impression--that was in the 1940s and 1950s. Now I am a Unitarian-Universalist but the core values are the same: concern for the earth, for living things, for peace, for justice. Either these mean something or they do not. To me they do. We must honor them. Allowing coal transport, and development of fossil fuels, in light of what we know now about the connectedness of the the earth to all of us --- would abrogate those values. When I was very young, between 1939, my birth-year, and 1945, the US was at war and there was NO question but that we would ration fuel, food, material goods such as clothing and cars -- we are in a similar situation now. NO question--we must live within our means.

Submission Number: MBTL-SEPA-DEIS-0001095

Received: 5/24/2016 7:18:42 PM

Commenter: Bill Hallanger

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water ' coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: *MBTL-SEPA-DEIS-0002400*

Received: 6/9/2016 6:12:10 PM

Commenter: Bill Hallanger

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review. At present the only growth industry in Longview is welfare. We need jobs that produce something and Millennium besides creating jobs will clean up a very dirty industrial site.

Submission Number: *MBTL-SEPA-DEIS-0000492*

Received: 5/18/2016 8:56:19 PM

Commenter: William Hallett

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This is good for our economy, our country and the future and hopes of families earning a decent income. Opening these ports are critical to rebuilding America.

Submission Number: *MBTL-SEPA-DEIS-0000210*

Received: 5/10/2016 4:52:21 PM

Commenter: Rachel Halme

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean \$70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: *MBTL-SEPA-DEIS-0001595*

Received: 5/31/2016 5:33:03 PM

Commenter: Larry Halsey

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Thank you for listening.

Submission Number: *MBTL-SEPA-DEIS-0001752*

Received: 6/2/2016 1:22:38 PM

Commenter: Marti Halverson

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

FULL SUPPORT of the bulk terminal in Cowlitz County.

Submission Number: *TRANS-LV-M2-00068*

Received: 5/24/2016 12:00:00 AM

Commenter: Jo Halvorson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi, my name is Jo Halvorson (phonetic). I am concerned about the Hough Neighborhood close to the train tracks and next to the Fruit Valley neighborhood in Vancouver, Washington. I'm a mother of two daughters and an active member in the community.

I am opposed to the coal terminal because of the negative pollution effects on the people, and the ecology, and the economy. Many of the families who live in Fruit Valley speak English as a second language. They don't have medical insurance and health cost is very high.

It is not right that the people are forced to be exposed to the pollution because they don't have a choice. These increases the cycle of poverty. And our kids are going to suffer the consequences of the polluted air.

In my experience I have seen the effects of pollution in Salamanca, Mexico, which is one of the largest oil refineries in the world. I've seen over time the real impacts of pollution. It used to be very pretty, but then the sky turned black, people looked sick and tired, and gardens stopped growing.

Salamanca has a very high rate of respiratory diseases. Please, people cannot find jobs. Where people die from cancer is one of the risks -- when people die from cancer no one is responsible even if it is clear it is from the pollution.

I don't want to see the same thing here. I will appreciate your help and ask you to stop the construction of the coal terminal. No amount of money is going to pay for health in our community.

Thank you for your time and your consideration.

Submission Number: *MBTL-SEPA-DEIS-0002126*

Received: 6/7/2016 5:19:21 PM

Commenter: Edward Hamilton

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0000997*

Received: 5/24/2016 5:56:57 PM

Commenter: David Hamling

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough - now it is time to move forward with a fair process for permitting. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: *MBTL-SEPA-DEIS-0000602*

Received: 5/19/2016 6:55:30 PM

Commenter: Lance Hammond

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: *MBTL-SEPA-DEIS-0000824*

Received: 5/24/2016 11:34:13 AM

Commenter: Daniel Hannon

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I have opposed the other efforts by the coal industry to find a port for their product in the Pacific Northwest, and I oppose the construction of a coal transfer facility in Longview as well. The problems remain the same: 1. This is inconsistent with the growing desire of many Americans to keep the fossil fuels in the ground so as to reduce the release of carbon into the atmosphere. 2. The dust and coal trash associated with the transport of coal through the Columbia Gorge would still be a serious issue. 3. Although the coal industry claims minimal environmental impact, I worry for the safety of the Columbia River and the survival of the salmon runs.

Submission Number: *MBTL-SEPA-DEIS-0000882*

Received: 5/24/2016 4:46:33 PM

Commenter: Charles Hansen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington is down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied get on with it already. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: *MBTL-SEPA-DEIS-0001717*

Received: 6/1/2016 2:02:56 AM

Commenter: Jan Hanson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Carbon should stay in the ground. Coal trains are too risky to endanger our community health and safety. Don't park the dead dinosaurs where they will pollute the planet and corrupt our struggling county. Don't allow the greed of a few short range thinkers to outweigh permanent global good. My grandchild deserves better.

Submission Number: *MBTL-SEPA-DEIS-0000095*

Received: 5/5/2016 9:33:42 PM

Commenter: Mark Hanson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied it's time to move this proposal forward! The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay. Sincerely, Mark Hanson
C/o Transmarine Navigation

Submission Number: *MBTL-SEPA-DEIS-0001016*

Received: 5/24/2016 6:07:45 PM

Commenter: Mark Hanson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: *MBTL-SEPA-DEIS-0000773*

Received: 5/23/2016 2:13:32 PM

Committer: Marsha Hanson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it's time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough, now it is time to move forward with a fair process for permitting. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: *MBTL-SEPA-DEIS-0001396*

Received: 5/26/2016 7:42:57 PM

Commenter: Ruby Hanson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: *MBTL-SEPA-DEIS-0000174*

Received: 5/9/2016 2:27:56 PM

Commenter: Steve Hanson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: *MBTL-SEPA-DEIS-0001360*

Received: 5/26/2016 7:18:46 PM

Commenter: Colby Harber

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth. and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Please reach out with any questions.

Submission Number: *MBTL-SEPA-DEIS-0002291*

Received: 6/9/2016 4:55:16 PM

Commenter: Rick Harbin

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. They support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base. Sending clean coal from Montana, Wyoming and Colorado to Asia especially China will dramatically decrease the carbon footprint that now is occurring. Very simple way to positively impact the environment. Get cleaner fuel to those who will continue to burn coal. Cleaner air for our planet and a boost to the American economy. A win-win decision

Submission Number: *MBTL-SEPA-DEIS-0002032*

Received: 6/6/2016 3:16:01 PM

Commenter: Larry Harbonic

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let's keep our jobs local! I greatly appreciate you considering my input.

Submission Number: *MBTL-SEPA-DEIS-0000437*

Received: 5/17/2016 6:58:33 PM

Commenter: Donald Harders

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: MBTL-SEPA-DEIS-0000212

Received: 5/10/2016 4:53:31 PM

Commenter: Kelly Hardy

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: *TRANS-SPOKANE-M1-00068*

Received: 5/26/2016 12:00:00 AM

Commenter: Kelly Hardy

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. Thank you. I'm Kelly Hardy.

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

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

Submission Number: *MBTL-SEPA-DEIS-0000443*

Received: 5/17/2016 7:04:43 PM

Commenter: Deanna Harfield

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

May 20, 2016

Bourtai Hargrove
9822 Dempsey Ln. S.W.
Olympia, WA 98512

Millenium Bulk Terminals EIS
% ICF International
710 Second Ave., Suite 550
Seattle, WA 98104

Re: Comment on the DEIS for the proposed Millenium Bulk Terminals coal export terminal in Longview

To the co-lead agencies, Cowlitz County and the Washington State Department of Ecology:

My overriding concern, and the overriding concern of everyone reviewing new energy infrastructure proposals must be the long-term effect of the proposal on the crucial international efforts to hold global warming below 1.5 or 2 degrees Celsius, the threshold beyond which looms civilization-threatening climate disruption. In April, cumulative CO₂ levels reached 407.42 parts per million as recorded at the Mauna Loa Observatory in Hawaii, a level not seen on earth since the Miocene epoch, 10 to 15 million years ago. And Co₂ emissions continue to rise with frightening speed. We are on a trajectory to warm 4 to 6 degrees Celsius beyond pre-industrial levels by the end of the century. **We do not know if humans can survive a 6 degree C climate.** For years, Jim Hansen, the world's foremost climate scientist, has warned the we have a narrow window of opportunity to drastically reduce our use of fossil fuels and halt anthropogenic climate change before dangerous tipping points and feed-back loops take it beyond human control. Our time for action is running out.

Climate disruption is already scorching India, where the temperature reached 123.8 F in April, killing hundreds and destroying crops in at least 13 states. Climate disruption is fueling the massive Alberta wildfire that forced 90,000 people to evacuate their homes and is now spreading into Saskatchewan. In Africa 36 million people are on the verge of famine, due to climate-change

escalated drought, while in Australia 93 percent of the Great Barrier Reef has suffered heat-related coral bleaching and death. Climate disruption is accelerating the sixth great extinction of life on earth, an extinction which if it continues at the present rate, will eliminate half the plants and animals on our planet by the end of the century. We are facing the greatest threat to survival humans have ever faced. **"Because CO2 stays in the atmosphere for over a century, the only thing that matters in limiting temperature is cumulative emissions, the total concentration of greenhouse gases we dump into the atmosphere"** warns Kevin Anderson, climate advisor to the British government and former director of the Tyndall Energy Program. What would it take, Anderson asks, to target 2 degrees C realistically? "No carbon tax is going to do that. We won't get there through innovation or new technology, even if we spend a trillion a year for the next few years. The only conceivable way to produce that level of reductions," says Anderson," is a full-scale, all-hands-on deck mobilization, what William James called 'the moral equivalent of war.'"

The draft environmental impact statement for the Millenium Bulk Terminals finds that **life-cycle greenhouse gas emissions from the project are equivalent to over seven coal-fired power plants.** Table 47 at the Greenhouse Gas appendix is crucial. It provides a range of different scenarios and the impact of each. When coal prices are highest, it finds 27 million tons/year net CO2 emissions. Greenhouse gas emissions outside of Cowlitz County would be driven by coal combustion in Asia and the United States. Emissions vary across four coal market assessments (see Table 5.8-2.) Under the preferred 2015 Energy Policy scenario, the net annual emissions from the project would be 3.2 million metric tons of CO2e (CO2 equivalent.) **This is the equivalent of adding about 672, passenger cars on the road each year.** The total net emissions for the preferred 2015 Energy Policy scenario from 2018 to 2038 would be 37.6 million metric tons of CO2e. (DEIS at S-38).

Given these findings, it is unthinkable that the project will be permitted. **No mitigation is possible.** Although mitigation measures during construction and operation could reduce emissions slightly in Cowlitz County, they would have no effect on emissions from burning the coal in Asia and elsewhere. As the DEIS finds, the project would have "significant unavoidable impacts." Summary at S-2. The final EIS must conclude that all permits for the proposed Millenium Bulk Terminals project for Longview will be denied.

The decisions we make on fossil fuel infrastructure today will determine if our grandchildren and all future generations live in a hot, but still livable climate, or suffer unprecedented storms, sea-level rise, draughts, heat waves, food and water shortages, resource wars, desperate climate refugees, and the loosening of the bonds which hold civilization together.

All permits for the Millenium Bulk coal terminal planned for Longview must be denied.

With hope for a livable climate,

Bourtai Hargrove,
Bourtai31@gmail.com

Submission Number: *TRANS-LV-Q2-00004*

Received: 5/24/2016 12:00:00 AM

Commenter: Bourtai Hargrove

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This is my comment on the DEIS for the proposed Millennium Bulk Terminal, the coal export terminal in Longview. My name is Bourtai Hargrove and I live in Olympia. My overriding concern and the overriding concern of everyone reviewing new energy infrastructure proposals must be the long-term effect of the proposal on the crucial and international efforts to hold global warming below 1.5 or two degrees Celsius, the threshold beyond which looms civilization-threatening climate disruption. In April, cumulative CO2 levels reached 407.42 parts per million as recorded at the Mauna Loa Observatory in Hawaii, a level not seen on earth since the Miocene epoch ten to 15 million years ago. And CO2 emissions continue to rise with frightening speed. We're on a trajectory to warm four to six degrees Celsius beyond pre-industrial levels by the end of the century. We do not know if humans can survive in such a climate. For years, Jim Hansen, the world's foremost climate scientist, has warned us we have a narrow window of opportunity to drastically reduce our use of fossil fuels and halt anthropogenic climate change before dangerous tipping points and feedback loops take the process beyond human control. The Draft EIS for the Millennium Bulk Terminals finds that life cycle greenhouse gas emissions from the project are equivalent to over seven coal-fired power plants. The total net emissions for the preferred 2015 energy policy scenario from 2018 to 2038 would be 37.6 million metric tons of CO2 equivalents. Given these findings, it is unthinkable that the project will be permitted. No mitigation is possible. Although mitigation measures during construction and operation could reduce emissions slightly in Cowlitz County, they would have no effect on emissions from burning the coal in Asia and elsewhere. As the DEIS finds the project would have significant, unavoidable impacts. The final EIS must conclude that all permits for the proposed Millennium Bulk Terminals project for Longview must be denied.

Submission Number: MBTL-SEPA-DEIS-0002721

Received: 6/13/2016 1:40:38 PM

Commenter: Meredith Harker

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: MBTL-SEPA-DEIS-0002722

Received: 6/13/2016 1:41:55 PM

Commenter: Sam Harker

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0000397*

Received: 5/17/2016 6:15:41 PM

Commenter: Robert Harlan

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: *MBTL-SEPA-DEIS-0001693*

Received: 5/31/2016 6:52:34 PM

Commenter: Stephen Harlan

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it's time to let it. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: *MBTL-SEPA-DEIS-0000305*

Received: 5/10/2016 7:40:03 PM

Commenter: Douglas Harmel

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I've been following this issue, and am glad to have the chance to weigh in. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: *MBTL-SEPA-DEIS-0002493*

Received: 6/10/2016 3:04:54 PM

Commenter: Rose Haroian

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support the terminal! I visited the site in April. The area is already industrialized. It's actually already a terminal that wants to expand. I can't see what harm expanding it would do. Build it!

Submission Number: *MBTL-SEPA-DEIS-0003205*

Received: 6/13/2016 6:31:44 PM

Commenter: Allyson Harris

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you. Sincerely, Allyson Harris Allysonharris@msn.com 99337

TESTIMONY AT COAL TERMINAL HEARING
LONGVIEW WASH 24 MAY 2016

Madam/Mister Chair

I am Bill Harris. My permanent address is:
2803 NW Cumberland Rd.
Portland, OR 97210

Today we are considering the local and regional effects AND the PLANETARY effects of an immense coal transport operation.

We have extensive laws and regulations regarding local and regional threats to chronic human disease, environmental contamination, dangerous fire and explosion prevention, inconvenience in travel..... the list of such things is LONG. It is not simple; but is quite possible to make decisions that satisfy the present laws.

On the other hand,

We have widespread understanding that we are causing warming of our planet leading inevitably to conditions in which our human species cannot survive. Although we have broad-based popular and governmental statements that global warming is dangerous and needs to be prevented BUT WE HAVE THUS FAR BEEN UNABLE TO PASS THE LAWS that can help us make the necessary changes. (The city of Portland is one exception in limiting new fossil fuel facilities)

We need to wait NO LONGER to begin the effort to reverse global warming . These choices need to be made by descretion by legally appointed and legally elected officials such as yourselves because of the clearly evident threat to the LONG TERM COMMON GOOD— THE SURVIVAL OF THE HUMAN GENOME.

I request of each of you: PLEASE RECOMMEND AGAINST THIS TERMINAL.

Submission Number: *MBTL-SEPA-DEIS-0000796*

Received: 5/23/2016 4:46:52 PM

Commenter: Bronwyn Harris

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The year 2016 is on track to become the warmest year yet. It is starkly obvious that global climate change is real and it will have huge impacts on every country on the planet. Now is NOT the time to invest in coal, oil or other fossil fuel infrastructure or exploration or extraction. LEAVE IT IN THE GROUND. Let's please concentrate our efforts on green clean renewable energy technologies. This whole project is very short sighted and will economically help a few and it will hasten and ensure the catastrophe for the world. Thank you Bronwyn Harris

Submission Number: *MBTL-SEPA-DEIS-0000795*

Received: 5/23/2016 4:44:45 PM

Commenter: Eddie Harris

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. This is an old industrial property being redeveloped. Keep the review to what is normal and factual. Sincerely, Eddie Harris eddieh75@hotmail.com 82604

Submission Number: *MBTL-SEPA-DEIS-0000268*

Received: 5/10/2016 6:29:30 PM

Commenter: Jerald Harris

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough - now it is time to move forward with a fair process for permitting. Thank you for your work to move forward with this project.

From: Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Sent: Thursday, May 19, 2016 10:40 AM
To: Pace, Erin
Subject: FW: Millennium Bulk Terminal Project

[Comment for the record.](#)

From: North, Teri (ECY)
Sent: Wednesday, May 18, 2016 1:56 PM
To: Toteff, Sally (ECY) <STOT461@ECY.WA.GOV>; Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Subject: FW: Millennium Bulk Terminal Project

From: m586264@aol.com [<mailto:m586264@aol.com>]
Sent: Wednesday, May 18, 2016 1:29 PM
To: Bellon, Maia (ECY) <maib461@ECY.WA.GOV>
Subject: Millennium Bulk Terminal Project

Dear Director Bellon:

Coal is a dying industry, but that hasn't stopped its special interests from attempting to turn the Pacific Northwest into one of the country's largest hubs for shipping this dirty antiquated product overseas.

There is overwhelming opposition to this short-sighted project. Also, the Millennium project's chief backer, Arch Coal just filed for bankruptcy this year.

The Millennium coal terminal would have major adverse impacts on the health and environment of the surrounding community via toxic coal dust, air pollution and water pollution. It would also be one of the biggest greenhouse gas emitters in Washington State, undermining efforts to combat climate change.

From environmental, wildlife and human standpoints, this project makes absolutely no sense.

Please stop the Millennium Bulk Terminal Project.

Thank you for your consideration on these matters.

Sincerely,
Mark Harris

Submission Number: *MBTL-SEPA-DEIS-0001469*

Received: 5/30/2016 10:32:22 PM

Commenter: Natalie Harris

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My family depends on coal for income, heating, and keeping my bills lower.

Submission Number: *TRANS-SPOKANE-M1-00057*

Received: 5/26/2016 12:00:00 AM

Commenter: Veronica Harris

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. My name is Veronica Harris. I'm from Rice, Washington.

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

Millennium Draft EIS Public Hearing, 5/24/16

My name is Howard Harrison and I live in Redmond, WA. I'm a representative of Northlake Unitarian Universalist Church in Kirkland and I head our Green Sanctuary program there.

My father-in-law was a coal miner in Roslyn for a time. He saved this magazine from 1940 titled "Coal Age". World War II was underway and coal played a more critical role then. We are more knowledgeable now of the effects that burning coal has on our health and environment and we have clean alternatives to coal. Today is not a Coal Age. Today is a Climate Change Age and if we don't stop burning fossil fuels we will be taken back to before the Stone Age.

The DEIS acknowledges that climate pollution is a destructive end product of coal export. At 44 million tons per year the Millennium Bulk Terminal would be the biggest coal port in the country. It would increase Washington's total greenhouse gas emissions by 30%. This is totally unacceptable.

One of the principles of Unitarian Universalism is, "Respect for the interdependent web of all existence of which we are a part". The effects of this terminal would be the antithesis of that principle. Pope Francis's encyclical on climate change lays out in great detail the destruction we are causing to our earth – and our responsibility to do everything we can to stop it.

I urge you to choose the no action alternative and deny the Millennium Bulk Terminal's permit.

Submission Number: *MBTL-SEPA-DEIS-0002048*

Received: 6/6/2016 7:44:40 PM

Commenter: Nancy Harrison

Organization: 350PDX, Community for Earth

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I write to urge you to take 'NO Action' on this proposal. Not only would the terminal itself be very dangerous to the health of the local population, without providing any significant number of additional jobs for the region, but the entire supply chain of oil trains (a.k.a. 'bomb trains, as we've seen most recently in Mosier OR) would pose a significant threat to the health and safety of the region. The health dangers of coal dust are wide-ranging and include exposure to toxic heavy metals like mercury and increased rates of asthma, especially in children. Coal dust and diesel exhaust from coal trains and cargo ships can cause serious long-term health problems like lung and heart disease and would hurt our health and pollute our clean air and water. Exporting more coal would increase global warming pollution, resulting in more forest fires, more flooding and lost agriculture, forestry and fishery revenues. Instead, we should be moving toward clean energy alternatives. Thank you, Nancy Harrison

Submission Number: *MBTL-SEPA-DEIS-0000157*

Received: 5/9/2016 1:37:47 PM

Commenter: Cody Harrod

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: *TRANS-LV-M2-00052*

Received: 5/24/2016 12:00:00 AM

Commenter: Chris Hart

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. Thank you. My name is Chris Hart. I live at 115 Williams Avenue here in Kelso. I agree with what the last speaker was saying partly in that we do need jobs. We do need really good jobs in Cowlitz County.

Unfortunately, we don't have a lot of people filling out applications or building apartments here in Cowlitz County to bring real jobs here. What we have now is Millennium. It's what we have. And here in Cowlitz County we don't have really the leisure time to say, No, we don't want your work. We don't want this work or that work.

We want the jobs that are willing to come here now. And frankly, bussing in people from all over the place all over the region is just repugnant when you think that Cowlitz County families need to be working ASAP. They shouldn't be taking this long to fill out the permitting process.

They have already filled out everything they should. They bought the land -- leased it, they should be able to do what they want with it. If they're willing to pay living wage jobs, then we need to get those as soon as possible.

Just like down in Kalama with the gas plant, they bussed in people from not this area, not even this state saying, We can do better. If we can do better, we would be doing better. If we could do better, there would be people here filling out permits trying to get jobs in Cowlitz County.

So, thank you very much.

Submission Number: *TRANS-SPOKANE-M1-00015*

Received: 5/26/2016 12:00:00 AM

Commenter: Corrine Hart

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi. My name is Corrine Hart. I come from over 500 miles away in Billings, Montana to oppose the Millennium terminals.

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

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

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

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

Submission Number: *MBTL-SEPA-DEIS-0001098*

Received: 5/24/2016 7:20:45 PM

Commenter: Larry Hart

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: *MBTL-SEPA-DEIS-0001147*

Received: 5/25/2016 11:16:15 AM

Commenter: Susan and Patrick Hartford

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

We are opposed to the proposed MBTL coal terminal in Longview, WA. It poses risks to our health and safety. There should not be coal trains traveling through the Columbia Gorge Scenic Area (or anywhere else) with risks of coal dust and derailment. We should be combatting climate change by keeping coal in the ground and using clean energy.

Thanks for listening! Susan and Patrick Hartford Hood River, OR

Submission Number: *MBTL-SEPA-DEIS-0003128*

Received: 6/13/2016 5:51:36 PM

Commenter: Ben Hartley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. This is an old industrial property being redeveloped. please move forward to a final EIS. Sincerely, Ben Hartley Bhartley@foss 97103

Submission Number: *MBTL-SEPA-DEIS-0002540*

Received: 6/11/2016 10:48:26 PM

Commenter: Vicki Hartshorn

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My husband and I are both coal miners, and we have other family members who are also, so our lives depend on coal. Help us stay employed and continue to be contributing citizens to our great country.

Submission Number: *MBTL-SEPA-DEIS-0001780*

Received: 6/2/2016 5:00:56 PM

Commenter: Calvin Haskew

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it's time Longview went back to work. Thanks for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0000526*

Received: 5/19/2016 5:29:51 PM

Commenter: John Hass

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: *MBTL-SEPA-DEIS-0003325*

Received: 6/13/2016 8:44:29 PM

Commenter: Claire Hastings

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002750*

Received: 6/13/2016 2:10:04 PM

Commenter: Warren Hastings

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *TRANS-PASCO-M1-00057*

Received: 6/2/2016 12:00:00 AM

Commenter: Dan Hatch

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. My name is Dan Hatch and I'm a small local business owner here in the Tri-Cities. We employ 20 employees. We've been working alongside the BNSF for 17 years. I just ask that you approve this project. I think it will benefit everybody.

Thank you.

Submission Number: *MBTL-SEPA-DEIS-0003231*

Received: 6/13/2016 7:02:12 PM

Commenter: Dylan Hatch

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let's keep our jobs local! This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments. Sincerely, Dylan hatch Dylanphatch@gmail.com 99301

Submission Number: *MBTL-SEPA-DEIS-0003109*

Received: 6/13/2016 5:42:29 PM

Commenter: Jason Hatch

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible. Sincerely, Jason Hatch jhatch@gmail.com 99301

Submission Number: MBTL-SEPA-DEIS-0003102

Received: 6/13/2016 5:39:41 PM

Commenter: Kimberly Hatch

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay. Sincerely, Kimberly Hatch hatchkj.1@juno.com 99301

Submission Number: MBTL-SEPA-DEIS-0002711

Received: 6/13/2016 1:33:19 PM

Commenter: Lawanda Hatch

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0003288*

Received: 6/13/2016 7:54:58 PM

Commenter: Madisen Hatch

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002709*

Received: 6/13/2016 1:31:14 PM

Commenter: Mike Hatch

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: TRANS-SPOKANE-Q1-00002

Received: 5/26/2016 12:00:00 AM

Commenter: Arthur Hathaway

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Arthur Hathaway. So I'm supposed to express my concerns about the train traffic through Cheney, where I live. And I live in what they describe as being within the blast zone, and so the railroads are about a block and a half from my house. And so if there's an accident, particularly with an oil train, I could be well involved in that. And so that's a concern.

I'm very aware of the trains going through Cheney because they pass so close to my house. The train traffic is very noisy and fortunately we have some good windows and doors. So before we got the new windows and doors, I mean, it was very noisy.

We have to keep the house pretty much closed up in the morning hours when the train traffic is the heaviest. And, of course, they blow their whistles, which is not as bad as it used to be because they made some corrections.

I'm concerned about the possibility of the trains interfering with the fire department that needs to get to a fire, which is on the other side of the tracks. And with these long trains -- and sometimes, you know, there are two trains going in opposite directions and it takes a little while for all these trains to pass.

I talked with the fire chief in Cheney and I asked him what his concerns were. He said, My concerns are that if we're delayed by train traffic, a structural fire doubles in size every 45 seconds. And that just really blew me away to hear that.

So it's a major concern, of course, for us there in Cheney. We haven't had any accidents yet. There's always the possibility of accidents. There was one derailment quite some time ago. Fortunately, it was on one of the side tracks. But the train traffic is a real problem.

I am concerned about building a transportation facility there in Longview, which is near Vancouver, because it will increase the train traffic. But what will happen with the oil and coal is that it will -- it's being shipped out of the country. It's being sold. A lot of it goes to China and foreign countries. The thing about this is that that gets burned -- the carbon gets burned and it comes back to us in the form of air pollution. And that gets to be pretty serious.

Now, it has, I believe, contributed, this air pollution, to climate change. I'm very, very concerned about climate change. I'm aware of climate change going on because I have watched climate change taking place over a number of years. A lot of people are not aware of this because the major temperature increases are taking place at higher elevations and at the poles. And so we have a situation where it's hard to convince people that they need to be aware of this and to take action on climate change.

I think it is much more serious than we are made to believe. And I am concerned -- and all of this, really -- I'm 83 years old. I've had a good life. I have four children that are grown, ten grandchildren, seven great-grandchildren. And I question whether they're going to have a good future. I question whether they will even survive what is happening because this climate change is happening so rapidly and a lot of it is irreversible.

Hathaway, Arthur (TRANS-SPOKANE-Q1-00002)

And so I am concerned about future generations, which we don't seem to, you know, as a society, be all that concerned about. But that's what my concern is -- my chief concern. I think what is going on now is very short-sighted. It's all about making money and that needs to change.

Submission Number: *MBTL-SEPA-DEIS-0001015*

Received: 5/24/2016 6:07:16 PM

Commenter: BOB HAUBER

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let's not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. Please reach out with any questions.

RECEIVED

MAY 10 2016

Gary W. Hawk



May 10, 2016

Washington Department of Ecology
Millennium Bulk Terminals EIS
c/o ICF International
710 Second Ave.
Suite 550 Seattle, WA 98104

Dear Department of Ecology:

Thank you for giving citizens an opportunity to participate in the democratic process by commenting on the Draft Environmental Impact Statement for the Millennium coal export terminal in Longview, Washington.

The DEIS is deficient for the following reasons:

- I was shocked to learn that though the coal will be mined in the Powder River Basin of Montana and Wyoming, the statement does not account for the impacts of such a project in Montana. Building this terminal could mean up to sixteen coal trains passing through Montana each day. Transporting coal in this manner will have deleterious effects on our air quality, public health, especially for children exposed to coal dust, and increase the likelihood of accidents with potentially devastating consequences for towns along the rails and our rivers. This kind of rail traffic will increase delays at rail crossings, potentially putting people at risk as they wait for emergency vehicles.
- Looking beyond the impacts in Montana, I am well aware of the air quality impacts for people in the Columbia River Basin. In 2014, I paddled my kayak from Skamokawa, Washington to Astoria, Oregon. There is no doubt in my mind that this area can be windy and will blow coal dust into the air at both the terminal where the coal will be piled and the route along the way. Furthermore, diesel fumes from train engines add to the public health costs as they contain benzene, a known carcinogen.
- The EIS is also deficient because it fails to account for the hidden costs of more mining, and the transportation and burning of coal on global climate change. In Montana our snow is melting earlier, causing impacts to both recreation and agriculture. The fires still burning near Fort McMurray serve as a warning to any of us of the impact of climate change on forests and nearby communities. Furthermore, it does not matter whether the coal is

(MBT Comment, p. 2)

- burned in China or in the United States. The atmosphere does not recognize national boundaries. Wherever coal is burned to generate electricity it adds to the greenhouse gas effect with increasingly costly consequences for coastal and inland communities.

At a time when the market for coal is drying up, coal companies are going bankrupt, and China has pledged to eliminate imports within five years; at a time when investment analysts see the growth of renewable energy projects and are increasingly dubious about putting money into fossil fuel infrastructure; and taking into account the environmental and public health impacts along the entire rail route, there are no responsible reasons for building a coal export terminal in Longview, Washington. I urge the Department to take no action to approve the Millennium Bulk Terminal.

Sincerely,



Gary W. Hawk

Submission Number: *MBTL-SEPA-DEIS-0001188*

Received: 5/25/2016 9:22:41 PM

Commenter: Ronald Hawk

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The DEIS does not provide decision makers with an accurate analysis of the financial and market barriers to this proposal. It does not state, as it should, that the coal terminal has a high likelihood of failure. For example, the consensus of investment banks and financial indicators is that domestic and global coal markets are in a state of collapse. The U.S. coal industry is rapidly losing market share for electricity generation within the U.S., where 200 coal-fired plants have been closed in recent years and plans to build 180 new plants have been dropped. The international coal market is oversupplied and global coal producers will continue to face unsustainable low prices and tight margins. J.P. Morgan concluded it is “no longer economical to export coal.” This will not change as China’s need for coal imports continues to diminish and India implements its new policy of decreasing its coal imports to zero. If Japan and South Korea go forward with controversial plans to increase their reliance on coal fired power plants, coal producers in Australia, Indonesia, Russia, South Africa and even perhaps China will easily meet the demand at lower prices than Millennium. Financially, the coal industry is in a free fall. Forty-two U.S. coal producers have declared bankruptcy since 2012, including Arch Coal. Millennium will likely not have the capital needed to build the terminal, unless the State of Wyoming makes a foolish \$600 million investment. If they don’t, Millennium will be tying up valuable industrial land with a project that won’t have the financial backing to succeed. The broad consensus among investment houses is against investment in coal mines, coal ports, and the coal trade. It is a failure of the DEIS not to explain that the “export or die” strategy embarked upon by Millennium will likely fail.

Submission Number: *MBTL-SEPA-DEIS-0002609*

Received: 6/13/2016 11:28:46 AM

Commenter: Harvey Hawken

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002156*

Received: 6/7/2016 6:42:55 PM

Commenter: Mary Hawkins

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let's keep our jobs local! Thank you for your work to move forward with this project.

Submission Number: *MBTL-SEPA-DEIS-0001048*

Received: 5/24/2016 6:37:35 PM

Commenter: Mike and Brenda Hayden

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: *TRANS-SPOKANE-M1-00038*

Received: 5/26/2016 12:00:00 AM

Commenter: Corey Hayes

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi there. My name is Corey Hayes. I actually live in Colbert, Washington just north of here.

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

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

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

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

Submission Number: *MBTL-SEPA-DEIS-0003187*

Received: 6/13/2016 6:23:57 PM

Commenter: Monique Hayes

Organization:

State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002016*

Received: 6/6/2016 3:01:05 PM

Commenter: Steven Hayes

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: *MBTL-SEPA-DEIS-0001927*

Received: 6/5/2016 5:30:47 PM

Commenter: Allen Haygood

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This terminal would be good for the people of Washington, and the Nation. Coal is America's most abundant energy resource. It is energy that the world wants. Why not give it to them. The problems with dust from coal trains is mitigated by the cover sprays that are applied to trains. Coal trains roll through my town every day. I am not buried in coal dust like some would have us believe. There is noise associated with trains. I barely notice when a train blows its horn at the two crossings that are a block from my house. You get used to most noise in your area. Climate change is real. The climate has been changing since I can remember. We have had warm years. Cold years. Wet years. And dry years. Change is the only constant. Our world is always changing, and will continue to until the end of time. There is no good reason to stop this project from going forward. We all need the jobs, the energy, and the wealth that projects like this one provide. Thanks you. Allen Haygood

Submission Number: *TRANS-SPOKANE-M2-00076*

Received: 5/26/2016 12:00:00 AM

Commenter: Eddie Hayman

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Eddie Hayman (phonetic), I live in Spokane.

One thing that I had, at least since I've been here, thought was about ocean acidification. That is doing an incredible amount of damage to the ocean and probably to our shellfish industry.

And also the warming of the ocean is drying different species. And the warming of the waters inland, last summer we had fish die-offs because it got so hot.

So I think a lot of job are being lost due to climate and increasing carbon dioxide. Like the Great Barrier Reef, it's pretty much (inaudible), and that's due to the warming of the water.

And another point that I haven't heard a whole lot about, it seems kind of strange, but we're basically sending energy to Asia in large part to manufacturer products that we used to make here.

The job issue is we've already sent those jobs, millions of jobs away for the benefit of the few. It's time to bring those jobs back and not to create 300 jobs while -- 300 permanent jobs to continue to send energy to where our products should not be made and should be made here. Thanks very much.

Submission Number: *MBTL-SEPA-DEIS-0001235*

Received: 5/26/2016 6:10:04 PM

Commenter: LaResa Haynes

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: *MBTL-SEPA-DEIS-0000504*

Received: 5/19/2016 5:06:34 PM

Commenter: Darlene Hays

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: MBTL-SEPA-DEIS-0000502

Received: 5/19/2016 5:04:26 PM

Commenter: Paul Hays

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. I appreciate you considering this feedback.

Submission Number: *MBTL-SEPA-DEIS-0001665*

Received: 5/31/2016 6:28:43 PM

Commenter: Hayden Heaphy

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this - especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county - not to mention the much-needed tax revenues. Let's not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: MBTL-SEPA-DEIS-0000946

Received: 5/24/2016 5:24:29 PM

Commenter: Diane Heaps

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: *MBTL-SEPA-DEIS-0003300*

Received: 6/13/2016 8:07:20 PM

Commenter: Sarah Heariting

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000327*

Received: 5/11/2016 2:19:33 AM

Commenter: KIMBERLY HEATH

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: *MBTL-SEPA-DEIS-0002310*

Received: 6/9/2016 5:08:55 PM

Commenter: Kenda Heck

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: *MBTL-SEPA-DEIS-0001311*

Received: 5/26/2016 6:56:53 PM

Commenter: Kelvin Hecker

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington is down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied - get on with it already. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: *MBTL-SEPA-DEIS-0000065*

Received: 5/3/2016 3:56:43 PM

Commenter: David Hedengren

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: MBTL-SEPA-DEIS-0002699

Received: 6/13/2016 1:21:47 PM

Commenter: Ryan Hedgecock

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000304*

Received: 5/10/2016 7:39:10 PM

Commenter: Vickie Hedrick

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: *MBTL-SEPA-DEIS-0002013*

Received: 6/6/2016 2:58:55 PM

Commenter: Bart Heerensperger

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington is down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied and get on with it already. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: *MBTL-SEPA-DEIS-0003179*

Received: 6/13/2016 6:20:01 PM

Commenter: Jeffrey Hefner

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. MBT has received a thorough and comprehensive draft EIS review, five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you. Sincerely, Jeffrey Hefner JHefner@archcoal.com 26354

MAY 23 2016

1129 Queen Anne Ave. N.
#404
Seattle, WA 98109
May 20, 2016

MBTL SEPA DRAFT EIS % ICF International
710 2nd Avenue
Suite 550
Seattle 98104

To the members of the Washington State Dept. of Ecology and Cowlitz County who are responsible for the current phase of the Millennium DEIS, I wish to say, at the risk of sounding overly dramatic, that you are in the position of making decisions that could mean horrendous consequences for thousands of people, or healthy alternatives for those same people, whose lives truly are in your hands at this time in our history.

As you consider the impact statement, please look first of all at an issue that doesn't seem to be mentioned, because, I suppose it isn't technically "environmental," but perhaps we should begin to include more ethical considerations! Millennium began its relationship with the community of Longview not with an insignificant little misstatement, but with a big intentional lie. Should Millennium be welcomed to the city now? For a promise of what? Perhaps 20 odd permanent jobs in the future? Does coal have a future? Should coal have a future?

So much of this issue needs to be examined in great depth. Take, for example, the effect of use and transport of coal upon HEALTH. The health of people is affected all the way from the Powder River in Montana and Wyoming to the Asian nations where it will probably be burned to... back to Washington, Oregon, California, British Columbia, where we will breathe in the putrid pollution. In longview, of course, the people whose health will be most heavily affected by the toxic environment created by the plant itself and the incoming trains, will be those with the lowest incomes and least political clout, as always.

Please consider, too, that it is not only human health that is affected, but also plant and animal life on all the land and water along the way between Wyoming and Asia. And, too, there are also a great many commercial enterprises established along the coal routes, so you would be wise to think about this economic health in its entirety. We know the coal companies are busy looking out for their economic well being!

The DEIS as it exists now does not seem to make much mention of coal dust. Really? 500 lbs of coal dust per car on trains that have over 100 cars? Many trains each day? THAT HAS AN IMPACT! As do exhaust emissions from the trains themselves. As do

traffic problems in communities in which train tracks separate one part of the city from another.

The DEIS does, I see, acknowledge the potential for eleven additional rail accidents each year, plus one every year in Longview. Does this strike you as a statistic that presents a desirable projection into the future? How many lives need to be at risk before you become unwilling to sign off on something like this?

The over-arching issue, of course, is that we need to stop the burning of coal, not increase it! It seems as if the whole world is aware of the reality of climate change, its causes and its effects. The United States, dominated still by the greed of corporations, seems to be blind. We are on the brink of disaster. You have it in your power to stop one part of the madness. Please, please do so!

Sincerely,

Bonnie Hefty

Submission Number: *MBTL-SEPA-DEIS-0000398*

Received: 5/17/2016 6:16:35 PM

Commenter: Rob Heimann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: *MBTL-SEPA-DEIS-0000232*

Received: 5/10/2016 5:28:09 PM

Commenter: Crystal Heiner

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let's not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. We need to move this project along. Thank you for your consideration.

Submission Number: *MBTL-SEPA-DEIS-0000435*

Received: 5/17/2016 6:56:45 PM

Commenter: Gary and Pat Heinzle

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: TRANS-SPOKANE-M2-00011

Received: 5/26/2016 12:00:00 AM

Commenter: Dave Helenius

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you. My name is Dave Helenius (phonetic). I'm a wheat farmer in Eastern Washington. I spent 45 years before that as a researcher in geology, earth sciences, and I actually dealt with a problem that has to do with carbon dioxide and how it's sequestered naturally.

So the Co2 issue is this. People mistakenly conflict the Millennium Bulk Terminal with the environment. They mistakenly conflict the project with global warming, climate change, carbon dioxide, and coal and oil. But these are all emulated issues.

This is fact it's a fact that Co2 cannot cause climate change or warming of the planet. Co2 (inaudible) only in the eyes of Barack Obama and Al Gore and his company.

And by this conflation they expose the subject matter illiteracy that they hold. The air is not recognizing the world water vapor, as it is the greenhouse substance that is 2600 times more potent a detonator than carbon dioxide.

Washingtonians are smarter than this, and there is plenty of scientific fact and experts to support this.

First, more than 31,0 American scientists petitioned the president, including 9,000 with Ph.D.s, saying that eliminating greenhouse gas would inhibit mankind and advancement in science and technology.

It's first signer was physicist Edward Teller, founder of Lawrence Livermore Laboratory. And included there were 660 sign-ups from Washington state and 350 from Oregon.

Two: John Coleman, founder of the Weather Channel, the first meteorologist on Good Morning American, says there's no such thing as global warning.

Environmentalists realize this, too, they realize that Co2 is not doing its job, and that the temperature has not warmed for the last 16 years based on satellite records. So they changed the --

EVENT HOST: Thank you.

SPEAKER 11: -- to climate change.

EVENT HOST: You're welcome to leave your written comments for the record.

Submission Number: *MBTL-SEPA-DEIS-0000249*

Received: 5/10/2016 5:59:58 PM

Commenter: Jeff Hellem

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: *MBTL-SEPA-DEIS-0000765*

Received: 5/23/2016 2:08:42 PM

Commenter: Dwight Hellmers

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it's time to let it. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: *MBTL-SEPA-DEIS-0002676*

Received: 6/13/2016 12:55:24 PM

Commenter: Greg Hellyer

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

RECEIVED
JUN 07 2016

06 June 2016

Millennium Bulk Terminals - Longview SEPA EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Dear Staff,

The DEIS analysis of the proposed Millennium Bulk Terminals (MBT) project reveals many negative outcomes associated with construction and operation of the facility, but the greatest long-term negative for us all is the emission of greenhouse gases. That analysis estimated that construction activities from 2018 to 2020 would result in 23,601 metric tons of carbon dioxide equivalent (CO₂e), the same as adding about 5,000 cars to the road each year. Using a scenario that best represents current U.S. energy policy, the DEIS analysis found that operation of the coal export terminal would produce about 1.4 million metric tons of CO₂e annually during early years, then about 2.5 million metric tons of CO₂e annually under full operation. For construction and operations over a 20-year period, the study found the coal export terminal would result in about 37.6 million metric tons of greenhouse gas emissions.

The DEIS analysis then proposes the development of a greenhouse gas mitigation plan that would offset 50% of the increased CO₂e from the proposed project. But what of the remaining 50%? As the study states, **“the proposed project’s remaining projected contribution to greenhouse gas emission impacts, which are cumulative in nature, would still be significant and adverse.”**

There is abundant scientific evidence that now is the time to reduce greenhouse gas emissions, not increase them. The proposed MBT project will conflict with emission reduction goals recently adopted by the state of Washington. Furthermore, in November 2015 the King County Superior Court found that Washington state has a “mandatory duty” to “preserve, protect, and enhance the air quality for the current and future generations”. The presiding judge ordered the Department of Ecology to develop a science-based emissions reduction rule “by the end of 2016 and provide related recommendations to the 2017 legislature”. If these reasons alone are insufficient to stop the MBT project, I suggest consideration of recent relevant information not available for the DEIS development.

On Dec. 12, 2015, the 21st Conference of the Parties to the U.N. Framework Convention on Climate Change approved the Paris Agreement committing 195 nations, including the United States, to “holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C.” The Paris Agreement commits the world to adopt nationally determined policies to limit greenhouse gas emissions in accordance with those goals. Those temperatures are now the milestones by which the world measures all progress toward slowing global warming. So it is reasonable to ask the question, where are we today on the path toward meeting the 1.5 or 2°C goals?

Scientists and statisticians from Climate Central found that the “the world will have to dramatically accelerate emissions reductions if it wants to meet those goals”[1]. Those analysts combined data from NASA and NOAA to create an 1881-1910 average temperature baseline, unlike the baselines used by these agencies. 1881 is the earliest

date for which global temperature data are considered reliable. Calculating a 30-year baseline closer to the pre-industrial era provides a useful measure of global temperature for policymakers and the public to better track how successful the world's efforts are in keeping global warming below agreed-upon thresholds. When recent temperature data reported by NASA and NOAA were compared to this "early-industrial" baseline reference period, "the average global temperature change for the first three months of 2016 was 1.48°C, essentially equaling the 1.5°C warming threshold agreed to by COP 21 negotiators in Paris last December." These results do not mean that the battle is already lost, but they do indicate how close to the agreed-upon goals we may be.

The Intergovernmental Panel on Climate Change AR5 Working Group 1 Report contains projections of future global surface temperature change according to several scenarios of future socio-economic development. Most of those scenarios are presented using a 30-year baseline of 1986-2005. The Climate Central study showed that the difference between the 1986-2005 global average temperature value and the 1881-1910 average value is 0.61°C, about half the planetary warming allowed by the lower agreed-upon goal of 1.5°C. This adjustment has a significant effect on the dates at which the 1.5 and 2°C thresholds are crossed, moving them up by about 15-20 years. **If current emissions trends continue we could cross the 1.5°C threshold in 10 to 15 years, somewhere between the years 2025-2030**, compared to 2045-2050 when a 1985-2005 baseline is used [1].

To help slow the advance of disastrous climate change effects, attention should focus on policies that deliver the greatest reduction in those emissions in the shortest possible time. As presented in a working paper from the Stockholm Environment Institute (SEI), current global policies to reduce fossil fuel demand "are not advancing at the pace needed". In order to "enable a smoother, more rapid transition to a low-carbon future, one option for the U.S. is to reduce or end the issuance and renewal of U.S. government leases for fossil fuel exploration and extraction on federal lands and offshore" (Erikson and Lazarus [2]). That SEI study found that restricting coal leases would cut annual emissions by 107 million tons, partially offset by 36 million tons of additional emissions from natural gas because of switching between fuels. Phasing out all fossil fuel leasing would add up to 100 million tons of emissions reductions in 2030, and probably more in later years, the study found. Other policies would be much less effective (see Erikson and Lazarus [2] for examples).

The SEI work builds on recent studies that project emission pathways toward the international goal of keeping warming below 2°C. Two such studies referred to by Erikson and Lazarus [2] "suggest that to be consistent with a 2°C goal, the U.S. would need to cut aggregate fossil fuel production by 40–44 percent from current levels by 2040". Greater reductions would be necessary to achieve the 1.5°C goal. Under the Clean Power Plan, energy production would grow 11 percent by 2040, which is clearly undesirable. "Avoiding dangerous climate change will require a rapid transition away from fossil fuels. By some estimates, a phase-out of global fossil fuel consumption and production – particularly coal and oil – will need to be nearly complete within 50 years. Our analysis finds that under such a policy, U.S. coal production would steadily decline, moving closer to a pathway consistent with a global 2°C temperature limit" states the SEI study.

The Obama Administration is considering changes to its coal leasing program in light of concerns about "whether the leasing and production of large quantities of coal... is consistent the Nation's goals to reduce greenhouse gas emissions" (BLM [3]). Forty percent of all coal extraction occurs on federal lands and waters (U.S. EIA [4]). A

decision to cease all new leases and non-producing lease renewals for fossil fuel production on federal lands and waters could leave 4 billion short tons of federal coal in the ground that otherwise would be combusted between now and 2040, equivalent to about 7 Gt of CO₂ emissions.

If the MBT project were approved, a decision to end coal leases on federal lands would result in stranded infrastructure assets and unemployment for the 135 permanent new workers identified in the DEIS. Such a policy decision has not been considered in the DEIS analysis of the proposed MBT project. In light of the information presented here, continuation of the MBT project should absolutely be rejected. Consequently, I support the No-Action alternative presented in the DEIS.

Sincerely,



Alan Hemmingsen
916 NW 33rd St
Corvallis, OR 97330

REFERENCES

- [1] Climate Central, April 20, 2016.
<http://www.climatecentral.org/news/world-flirts-with-1.5C-threshold-20260>.
- [2] Erikson, P. and M. Lazarus. 2016. How would phasing out U.S. federal leases for fossil fuel extraction affect CO₂ emissions and 2C goals? Stockholm Environment Institute, Working Paper 2016-02.
Detailed paper: <https://www.sei-international.org/mediamanager/documents/Publications/Climate/SEI-WP-2016-US-fossilfuel-leases-climate.pdf>
Summary form: <https://www.sei-international.org/mediamanager/documents/Publications/Climate/SEI-PB-2016-US-fossilfuel-leases-climate.pdf>
- [3] BLM (2016). Notice of Intent to Prepare a Programmatic Environmental Impact Statement to Review the Federal Coal Program and to Conduct Public Scoping Meetings. 81 FR 17720, Document No. 2016-07136. U.S. Department of the Interior, Bureau of Land Management, Washington, DC. <https://federalregister.gov/a/2016-07138>.
- [4] U.S. EIA (2015). Monthly energy Review, January 2015. U.S. Energy Information Administration, Washington, DC. <http://www.eia.gov/totalenergy/data/monthly/>.

Submission Number: *MBTL-SEPA-DEIS-0002483*

Received: 6/10/2016 2:23:14 PM

Commenter: Tom Henaghan

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: *TRANS-PASCO-M1-00077*

Received: 6/2/2016 12:00:00 AM

Commenter: Mercedes Henderson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi. My name is Mercedes Henderson (phonetic), and I live in Pasco, Washington. We need jobs. We can do this and meet all the environmental standards. We can do this together as a team instead of two different colored shirts. We can do better.

Let's stop all this wasted time and money on both parts, and let's get some jobs and tax money in all the towns, cities, and counties involved.

Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000026*

Received: 4/30/2016 10:26:04 PM

Commenter: Tiaunna Hendricks

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thank you for your work to move forward with this project. Sincerely,
TiAunna Hendricks tiaunnahendricks@gmail.com 98632

Submission Number: MBTL-SEPA-DEIS-0000794

Received: 5/23/2016 4:41:42 PM

Commenter: Carl Hendrickson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water and coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review. Sincerely, Carl Hendrickson carlatdms@yahoo.com 98626

Submission Number: *MBTL-SEPA-DEIS-0000256*

Received: 5/10/2016 6:09:27 PM

Commenter: Dave Hendrickson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: *MBTL-SEPA-DEIS-0002194*

Received: 6/7/2016 7:12:19 PM

Commenter: Derek Hendrickson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I greatly appreciate you considering my input

Submission Number: *MBTL-SEPA-DEIS-0000118*

Received: 5/6/2016 6:44:30 PM

Commenter: Joel Hendrickson

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

As a citizen of the State of Wyoming and a coal miner in the State of Montana I urge all of the stake holders to support the Millennium Bulk Terminal in Longview, Washington. The coal industry has gone above and beyond the call of duty to ensure full environmental compliance. The coal and railroad industry have and will continue to be major contributors to the Washington treasury as well as employment for Washington citizens. This project will provide long term stability to the economy of the Pacific Northwest.

Submission Number: *MBTL-SEPA-DEIS-0001407*

Received: 5/26/2016 7:50:22 PM

Commenter: Kate Hendrickson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate you considering this feedback.

Submission Number: *MBTL-SEPA-DEIS-0002321*

Received: 6/9/2016 5:16:44 PM

Commenter: Larry Henman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: *MBTL-SEPA-DEIS-0003200*

Received: 6/13/2016 6:29:05 PM

Commenter: Kendra Hennessey

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, Kendra C Hennessey
kendra.hen@gmail.com 99323

MILLENNIUM Bulk Terminals - Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input checked="" type="checkbox"/> Wetlands or Streams / Rivers |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input checked="" type="checkbox"/> Water Quality |
| <input type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input checked="" type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

My concerns are multiple, both local and more widespread:

- 1) The noise from the trains disturbs people's sleep. Increased trains will make this worse.
- 2) Other products are shipped by rail as well as people transported via Amtrak. Increased coal trains will hamper shable farm produce and interfere with passenger trains meeting their connection timely.
- 3) Coal dust comes off along the rail bed and can contribute to degradation of the rail bed, making derailments more likely. (additional space is provided on the back)
- 4) Burning coal increases global warming and pollutes the air.

When it is turned in Asia, prevailing winds bring acid precipitation across the ocean to the Pacific NW. The UW has done studies to prove this at its Bothell campus. Acid precipitation damages our forests and our fishery.

5) A derailment could pollute waterways such as the Pend Oreille and Columbia. There have been derailments already in other parts of the US (e.g. Baltimore, Michigan, Alabama) so the possible costly damage is known. We do not want this to happen here.

6) Diesel fumes are a known carcinogen. The increased train traffic which this terminal would produce would raise the level of diesel particulates in downtown Spokane, where thousands of people live and work.

7) The railroad infrastructure we have is not designed or built to carry frequent heavy loads such as coal and oil shipment require. Some over/underpasses may well collapse under this overuse. There are more than one of these in the downtown Spokane area.

Thank you for giving people such as I the opportunity to state our views.

Marian Hennings
327 E. Broad Ave.
Spokane, WA 99204

Submission Number: *MBTL-SEPA-DEIS-0003235*

Received: 6/13/2016 7:04:12 PM

Commenter: Staci Henry

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. Washington has long depended on trade and exports as a vital part of our economy, directly and indirectly creating 40 percent of all our state's jobs. Ushering in developments like Millennium Bulk Terminals - now thoroughly reviewed and vetted - will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: *MBTL-SEPA-DEIS-0003309*

Received: 6/13/2016 8:18:13 PM

Commenter: Staci Henry

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *TRANS-LV-Q1-00058*

Received: 5/24/2016 12:00:00 AM

Commenter: Carolyn Hentz

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Carolyn Hentz (phonetic), and I'm a high school teacher in Portland, Oregon. We have no choice now. Climate change is happening now. If we don't take steps to reverse climate change, then there will be even more devastating impacts in the form of severe storms, droughts, and desertification. Mining, shipping, and burning coal takes us toward more harmful climate impacts. We cannot add to the damage of fossil fuels with this terminal. The only argument for the terminal is jobs, but we need to promote sustainable jobs such as jobs in the solar and wind power industry. We have to protect our community, the children in Longview, the health of our region, and the health and future of our planet. I urge no action. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0003072*

Received: 6/13/2016 5:15:36 PM

Commenter: Matthew Hepner

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate \$70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: *TRANS-SPOKANE-M2-00041*

Received: 5/26/2016 12:00:00 AM

Commenter: Matthew Hepner

Organization: Executive Director of the Certified Electrical Workers

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Matthew Hepner, and I'm the Executive Director of the Certified Electrical Workers of Washington state. And I live in East Wenatchee, Washington. And I'm here in support of the Millennium Bulk Terminal. And I'm here in support of it for practical reasons.

First of all, the Draft EIS, it checks out. It came out okay, it's neutral for Washington state.

Secondly, Washington state is an export-driven state. Four to ten jobs here revolve around exports. These are good jobs, family wage jobs, jobs which contribute meaningfully so we can fund things like education, ecology, and the parks system.

Now, this approval process has taken five years. That's ridiculous. This function like this threatens all of us in Washington state. Nobody will want to invest here in Washington if investors are continually attacked like this.

I'm an electrician, I drive an electric car, I am a huge advocate for green energy, and also I'm a big advocate for jobs.

When battery technologies, semi-conductor technologies, and green energy matures and they start mass producing and creating good 21st Century jobs, they're not going to be building here in Washington. And who can blame them. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000820*

Received: 5/24/2016 11:29:36 AM

Commenter: Emily Herbert

Organization: Community for Earth First Unitarian Church Portland

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Servants of the Public Interest, One year ago on May 24 2015 Pope Francis presented his Laudato Si on Care for Our Common Home in Rome. The Laudato Si affected me profoundly although I am not a Roman Catholic. I remind you of some of the contents: "St Francis of Assisi reminds us that our common home is like a sister with whom we share our life and a beautiful mother who opens her arms to embrace us. This sister now cries out to us because of the harm we have inflicted on her by our irresponsible use and abuse of the goods with which God has endowed her. We have come to see ourselves as her lords and masters, entitled to plunder her at will." This must stop. I share with you the entire text of Pope Francis's "A PRAYER FOR THE EARTH" "All-powerful God, you are present in the whole universe and in the smallest of your creatures. You embrace with your tenderness all that exists. Pour out upon us the power of your love, that we may protect life and beauty. Fill us with peace, that we may live as brothers and sisters, harming no one. Bring healing to our lives, that we may protect the world and not prey upon it, that we may sow beauty, not pollution and destruction. Touch the hearts of those who look only for gain at the expense of the poor and the earth. Teach us to discover the worth of each thing, to be filled with awe and contemplation, to recognize that we are profoundly united with every creature as we journey toward your infinite light. We thank you for being with us each day. Encourage us, we pray in our struggle for justice, love and peace" As you take in these words, this prayer, you will act to protect creation and vote to halt all activities that harm earth... as this project is destined to do.

Submission Number: MBTL-SEPA-DEIS-0003422

Received: 6/14/2016 2:54:01 AM

Commenter: Jack Herbert

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This proposal is for a terminal and resulting excavation, handling, transport, storage, and use of coal that will harm us every step of the way. The only apparent good is jobs for some, but 1 some will be harmful to the employees' health, so they will be harmful jobs and 2 we can get more jobs, much better, healthful jobs, doing constructive work by using the land and resources for beneficial work will give more people jobs. Automation will minimize jobs. No contract ensures 1,000s of high-paid jobs. Save the land for shipping useful products will provide more jobs with the same land, protect our environment, and can bring us beneficial commerce instead of destructive pollution and driving our future die-offs by global warming. The DEIS is inaccurate and therefore invalid. Surfactants Surfactants have been shown not to be effective over long trips much shorter than these. The DEIS falsely assumes the surfactants will prevent dust, ignoring the evidence. We have suffered too much from coal dust that regulators have allowed. We need responsible government that does its job and protects us from harm. So do it, fix the DEIS or reject it, and reject this terminal. Surfactants are usually toxic, degrading local environments, unidentified and unregulated, uncontrolled by us. Coal Dust and Coal Towns The DEIS is dishonest: Our communities all along the way will suffer much more. Don't sell us out to enrich profiteers. The dust and the spills will come, will degrade air, soil, and water quality, habitats and lives of local fish and wildlife AND OUR LIVES. We are entitled to clean, healthy living conditions and freedom from hazardous cargoes. The Columbia River National Scenic Area was set up to protect the river area, so you must reject all hazardous, polluting cargo going through the Gorge. Areas that handle coal are blighted with coal dust, places no one wants to live in. You are required to protect us from such blight, disease, and death. Noise and Prevention of Crossing Tracks The DEIS fails to tell the truth. Loud and ongoing noise damages our health and shuts us down psychologically. Both are awful, much more important than few jobs. None of us wants to live with frequent train noise or the noise of dumping the car loads of coal. So you must protect everyone along the long route of the trains and near the unloading from such ruin personally and of our communities. Diesel Exhaust Pollution: Worst Air Toxic The Oregon DEQ used information and modeling according to EPA standards to evaluate health damage from air toxics in Oregon. They found most cancer deaths from air toxics are from diesel exhaust, much more than from all the rest together. Many more train cars will require that much more diesel burned and diesel exhaust. Neither the EPA nor states inspect and test diesel locomotives in use much, nor do they enforce decent limits on diesel emissions and their concentrations in ambient air. Our vehicles and some of our industries? Yes. Rail traffic? No. GLOBAL WARMING Research showed that we need to leave now over 80% of available fossil fuels unburned for any hope of hitting the 2 degrees C global temperature rise that would be unacceptably disastrous. The International Energy Agency said in 2012 that we must not build ANY new fossil-fuel infrastructure anywhere after 2017 (or earlier, since warming exceeded predictions since 2012) to hope to meet 2 C. They also said Greenhouse Gas Emissions must peak and fall rapidly between 2017 and 2022. Did the DEIS deal with this honestly? No. You must. You must reject all fossil fuel infrastructure increases. Your job is to give us the best future possible and protect us from disaster, so you must continue the work of rejecting these exports that will annihilate us and their harm by rail. Around the US and the world we are saying no. Join.

Submission Number: *TRANS-LV-M1-00024*

Received: 5/24/2016 12:00:00 AM

Commenter: Josh Herder

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi. I'm Josh Herder. I reside here in Longview. Few days go by in life without coming face to face with uninvited yet unavoidable decisions. Often quick, immediate and sudden, often with no counsel, no studies, no advice. This is not one of those times. We've heard from doctors, ranchers, and professionals advising us against the terminal. We have a study regarding the impact on the many things, including our rail system, and in response we've heard from those that are financially interested and employees of the terminal. Let's be generous and say that the terminal will create 250 solid jobs for Longview. That sounds like a benefit but consider the cost. Millennium Bulk has promised that they will generate 43 million dollars in tax revenue. And we know, based on the Draft EIS, that upgrades to Longview rail system would be warranted based on the new traffic from the 16-mile-plus-long trains generated by the project. Who pays for that? I think we all know the answer. You and I live here, and I will always strive to be on the upside of any major project that comes to our ports or doorsteps. Thank you.

MILLENNIUM Bulk Terminals - Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|--|--|---|
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input checked="" type="checkbox"/> Wetlands or Streams |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Greenhouse Gas | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input type="checkbox"/> Rail Transportation | <input checked="" type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input checked="" type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

The only folks who will profit from more coal mining & exports are coal mine owners. The price of coal is down and will continue to decrease, in the meantime our air will become dirtier and our families sicker. Coal owners will go bankrupt and all the clean up will become a tax payer dilemma. Coal mine owners will pay nothing. We are doomed, our 200 years as a great nation ~~is~~ over.

(comment continued) ~~is~~ over. (additional space is provided on the back)

Carol Hermann Washington tax payer & registered voter!

Matt Hermen
 1719 22nd Ave.
 Longview, WA 98632

Millennium Bulk Terminals EIS
 c/o ICF International
 710 Second Avenue
 Suite 550
 Seattle, WA 98104

June 6, 2016

Cowlitz County Board of Commissioners and State of Washington officials,

Thank you for the opportunity to comment on Millennium Bulk Terminal’s proposed coal export facility located in Cowlitz County jurisdiction, along the Columbia River. Please find the comments regarding mitigating the impacts of the proposed terminal, as part of the SEPA process required by the site permit.

Commenting on a Draft Environmental Impact Statement is generally intended to refine the document for processing it to a final version. Therefore comments are most productive when focusing the content toward methodology, findings and proposed measures; that ultimately enlighten the final. However, the most important reason for commenting on the DEIS is to establish standing to file an appeal petition with the Growth Management Hearings Board (GMHB) under WAC 242-03-200. While Cowlitz County is considered a “partially planning county” under the Growth Management Act (GMA), the County is required to comply with the GMA on matters related to critical areas. Applications required by SEPA, including the EIS for Millennium Bulk Terminals, are subject to review by the GMHB upon appeal.

The following table details the County’s authority to deny the proposal by listing the inherent conflicts between the County’s adopted policies, per Cowlitz County Code 19.11.110 (Substantive authority), with the unavoidable impacts listed in the April 29, 2016 Millennium Bulk Terminal’s DEIS:

Cowlitz County Code 19.11.110	DEIS
<p>1. Cowlitz County shall use all practicable means, consistent with other essential considerations of state policy, to improve and coordinate plans, functions, programs and resources to the end that the state and its citizens may:</p>	
<p>a. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;</p>	<p>Section S.7.9 (Page S-43):</p> <p>Implementation of the Proposed Action would result in increased greenhouse gas pollution. Greenhouse gas emissions attributable to the Proposed Action would occur from construction, operation, transportation and changes in coal and natural gas usage. The greenhouse gas emissions attributable to the Proposed Action would be reduced but not entirely eliminated by implementing the proposed mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. The Proposed Action’s remaining projected increase in greenhouse gas emissions</p>

	<p>would still be significant and adverse under the greenhouse gas emission intensity considerations used for the analysis.</p>
<p>b. Assure for all people of Cowlitz County safe, healthful, productive, and aesthetically and culturally pleasing surroundings;</p>	<p>Section S.7.1 (Page S-41):</p> <p>Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 trips per day related to the Proposed Action would expose noise-sensitive receptors to moderate and severe noise impacts per applicable criteria. These noise impacts would occur in areas with minority and low-income populations; therefore, the Proposed Action would have a disproportionately high and adverse effect on minority and low-income populations. If the mitigation measure to implement a Quiet Zone is approved, it would eliminate the need for trains related to the Proposed Action to sound horns as they approach the at-grade crossings, and it would eliminate the potential disproportionately high and adverse effect on minority and low-income populations. However, without approval and implementation of a Quiet Zone, the Proposed Action's disproportionately high and adverse effect on minority and low-income populations would be unavoidable.</p>
<p>c. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;</p>	<p>Section S.7.6 (Page S-42):</p> <p>Vehicle delay would occur in Cowlitz County if trains related to the Proposed Action travel during peak travel times at six at-grade crossings on the Reynolds Lead without planned track improvements to the Reynolds Lead and BNSF Spur, four crossings on the Reynolds Lead and BNSF Spur with planned improvements to the Reynolds Lead and BNSF Spur, and two crossings on the BNSF main line in Cowlitz County. Vehicle delay could affect emergency service providers. The Proposed Action would also result in a significant and adverse impact related to vehicle safety at the 3rd Avenue crossing of the Reynolds Lead. While improvements for rail and road infrastructure have been proposed, it is unknown when these actions would be permitted and implemented. Therefore, the Proposed Action at full operations in 2028 could result in unavoidable and significant adverse impacts on vehicle transportation in Cowlitz County.</p>
<p>d. Preserve important historic, cultural, and natural aspects of our national heritage;</p>	<p>Section S.7.3 (Page S-41):</p> <p>Activities related to the Proposed Action would cause physical or behavioral responses in fish or affect aquatic habitat in the Columbia River. These impacts could reduce the number of fish surviving to adulthood and returning to areas upstream of Bonneville Dam, thereby affecting the number of fish available for harvest by the tribes. Trains related to the Proposed Action would travel through areas adjacent to and within the usual and accustomed fishing areas of Native American Tribes and could restrict access to tribal fishing areas in the Columbia River. Because other factors besides rail operations affect fishing opportunities, such as the number of fishers, fish distribution, timing, and duration of fish migration periods and seasons, the extent to which rail operations related to the Proposed Action would affect tribal fishing is difficult to quantify. Making a determination of significance related to treaty reserved rights related to traditional fishing sites on the Columbia River is not determined in this SEPA Draft EIS.</p> <p>Section S.7.2 (Page 41):</p> <p>Demolition of the Reynolds Metals Reduction Plant Historic District is an unavoidable and significant adverse environmental impact. The Memorandum of Agreement is currently being negotiated among the Corps, Cowlitz County, DAHP, City of Longview, BPA, National Park Service,</p>

	<p>potentially affected Native American tribes, and the Applicant. The Memorandum <i>may</i> resolve this impact in compliance with Section 106 of the National Historic Preservation Act of 1966.</p>
<p>g. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.</p>	<p>Section S.7.9 (Page S-43):</p> <p>Implementation of the Proposed Action would result in increased greenhouse gas pollution. Greenhouse gas emissions attributable to the Proposed Action would occur from construction, operation, transportation and changes in coal and natural gas usage. The greenhouse gas emissions attributable to the Proposed Action would be reduced but not entirely eliminated by implementing the proposed mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. The Proposed Action's remaining projected increase in greenhouse gas emissions would still be significant and adverse under the greenhouse gas emission intensity considerations used for the analysis.</p>
<p>2. Cowlitz County recognizes that each person has a fundamental and inalienable right to a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.</p>	<p>Section S.7.1 (Page S-41):</p> <p>Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 trips per day related to the Proposed Action would expose noise-sensitive receptors to moderate and severe noise impacts per applicable criteria. These noise impacts would occur in areas with minority and low-income populations; therefore, the Proposed Action would have a disproportionately high and adverse effect on minority and low-income populations. If the mitigation measure to implement a Quiet Zone is approved, it would eliminate the need for trains related to the Proposed Action to sound horns as they approach the at-grade crossings, and it would eliminate the potential disproportionately high and adverse effect on minority and low-income populations. However, without approval and implementation of a Quiet Zone, the Proposed Action's disproportionately high and adverse effect on minority and low-income populations would be unavoidable.</p>
<p>4(b). Noise Control. Inadequately controlled noise may adversely affect the health, safety and welfare of the public, the value of property and the quality of the environment. Cowlitz County may condition or deny proposals in order to reduce or prevent such adverse impacts. Mitigation measures may include, but are not limited to, requiring compliance with the standards of Chapter 70.107 RCW and with any regulations thereunder, including Chapter 173-60 WAC.</p>	<p>Section S.7.8 (Page S-42):</p> <p>Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 additional daily train trips related to Proposed Action would expose noise-sensitive receptors to moderate and severe noise impacts per applicable criteria. These increases could occur near four public at-grade crossings on the Reynolds Lead. These noise impacts would be from train horn noise that is intended for public safety. Railroad noise is exempt from Washington State and local noise limits; however, it is possible for communities to work with the Federal Railroad Administration to apply for and implement a Quiet Zone to limit train horn sounding. The Applicant could work with the City of Longview, Cowlitz County, Longview Switching Company, the affected community, and other applicable parties to apply for and implement, if approved, a Quiet Zone. However, if a Quiet Zone is not implemented and train horns related to the Proposed Action are sounded for safety at the four grade crossings, then the potential for exposure to severe noise increases at these grade crossings would remain and would be an unavoidable and significant adverse environmental impact.</p>
<p>4(g). Safety. Many proposals have the potential to create safety hazards. Examples include the storage of chemicals at an industrial site, a sharp curve, a deep hole created by surface mining, etc. Cowlitz County may condition or deny proposals in order to reduce or prevent such adverse impacts. Mitigation</p>	<p>Section S.7.4 (Page S-41):</p> <p>Without improvements to increase capacity, the Reynolds Lead; BNSF Spur; and three segments of the BNSF main line routes in Washington State (Idaho/Washington State Line–Spokane, Spokane–Pasco, and Pasco–Vancouver) are not</p>

<p>measures may include, but are not limited to, requiring installation of protective coverings, fences, guardrails, etc.</p>	<p>projected to have the capacity to handle baseline rail traffic and Proposed Action-related rail traffic in 2028. BNSF could address capacity issues with capital improvements or operational changes, but it is unknown when these actions would be taken or permitted. Therefore, with existing infrastructure and using the methods to identify projected rail traffic in 2028, the Proposed Action could result in an unavoidable and significant adverse environmental impact on rail transportation.</p> <p>Section S.7.5 (Page S-42):</p> <p>Trains related to the Proposed Action could increase the number of potential train accidents along the rail routes in Cowlitz County and Washington State. BNSF and UP could address safety issues as they emerge using capital improvements or operational changes, but it is unknown when those actions would be taken or permitted. Therefore, the Proposed Action could result in a significant adverse environmental impact on rail safety in Cowlitz County and Washington State.</p>
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The Cowlitz County policies, as they relate to SEPA, were specifically put in place to provide you context and remind you of the paramount decision making your actions have on our community. I strongly urge you to be reminded of this historically significant proposal in front of you. Your term as commissioner or public official will be short relative to the impacts of this proposal. Will your decision make you proud 20 years later?

Thank you for considering my comments.

Sincerely,

Matt Hermen

Submission Number: TRANS-LV-Q3-00033

Received: 5/24/2016 12:00:00 AM

Commenter: Jessica Hernstadt

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi. My name is Jessica Hernstadt. And I have pretty much completed my degree in chemistry, with an emphasis on environmental chemistry. And when we moved here, which was -- I've been here for five years, but my family followed me.

Anyway, when we moved here I borrowed a particulate meter which counts particulates by their size gradation. And in doing so I had done some research on the effects of different size particulates. And I went around near the various highways and was like, okay, this house is too close to this highway. The air that we breathe is not filterable for the vast majority of people, and it's not filterable for us unless for some reason you manage to, you know, have a whole house air filtration system that has HEPA filters and thousands and thousands of dollars.

And the damages by these particulates in and of themselves, not counting, you know, the chemicals which are hooked onto to them but simply the size of the particulates is an intensive cumulative damage.

Every single breath someone takes of a super ultra fine particulate laid in the air is doing them damage. There is no minimal safe level. The guidelines are just, you know, is this really likely to seriously increase your risks over the next, say, the next 40 years or so.

But there is no minimal safe level. Every breath does harm. And the introduction of this coal terminal and the rail lines will significantly increase particulate exposure for populations along the entire route, and that is kind of an unconscionable level of harm to do to these communities and future generations.

On the other side of the particulates is what they're made of and the resultant having metal pollution, which is not just accumulative but bioaccumulative. So as it gets into the ground and runs into the rivers and goes into the fish and all of the animals in there, it concentrates as we go up the food chain to the higher predators, including salmon and including humans.

And this is the most generational effect, where once we have, say, mercury, lead, and arsenic in our bodies, we will pass it on to our children, who are both passing it back into the system through human waste fertilization procedures that can be utilized, and through that -- right up through the food chain itself, but also they're inheriting pollution and concealing it from the resources of the region. This is not a long-term damage but this is a short-term gain -- I mean, this is not a short-term damage but it is a short-term gain.

So that need to be taken into consideration, and not just this plan but all future plans. This is an obsolete technology.

Submission Number: *TRANS-LV-Q3-00034*

Received: 5/24/2016 12:00:00 AM

Commenter: Kayla Hernstadt

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. My name is Kayla Hernstadt. And I live in Camas, Washington, and I often bike along the Columbia River to Vancouver, and up the other direction as far as I can go. And the bike trails, and also roads that are connected to the different bike trails, because it isn't continuous, follow directly along the rail tracks as well.

And there are a lot of hills. And when you're exercising that much and inhaling, breathing that intensively, breathing all those particulates have an even stronger effect. And I'm trying to do nice exercise, out by the water in a beautiful area, that would be ruined. I won't be able to do if, like, there are 16 trains per day. And, yeah, it just would not be pleasant anymore.

So that's no to the rail terminal.

Submission Number: *TRANS-LV-Q3-00032*

Received: 5/24/2016 12:00:00 AM

Commenter: Liane Hernstadt

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Liane Hernstadt, L-I-A-N-E, H-E-R-N-S-T-A-D-T, and I live in Camas, Washington, right close to the railway tracks. And this will affect our community very much, having 16 new trains a day, the massive increase of coal dust in the air full of toxic lead, mercury, and arsenic and other really bad toxins, the effect of the trains blocking level crossing in my area. Not just for people who live on the other side of the crossings but for people who want to actually go to the Columbia River. It won't be possible much of the day.

And I worry about the people, my neighbors who live on the other side of the tracks who may need emergency services, who may even want to shop and not be able to get across the track for possibly hours at a time.

I work right next to the railway line in Portland, and I have had to sit there and wait for an hour or more for trains that are stopped on the tracks. And we don't have as many trains going through there as we're going to have right where I live.

I'm also really concerned that the beautiful grapes I grow in my yard, the apples I grow, that they're going to be covered with arsenic, lead, and mercury, and other toxins from the coal dust. That the water we drink is going to be polluted with it as it works its way into the aquifers. That the Columbia River is going to be full of it. This is a really terrible idea.

I also am concerned about Los Angeles, New York, all of our coastal communities around the world because of climate change. We've lost three quarters of the floating summer sea ice in the arctic in only 30 years. And not only are the polar bears going to have suffered, but my brother already lost half of his apartment because of sanding. And this is only going to get worse, not better, unless we stop burning fossil fuels and keep the coal in the ground.

This is a really short-sided terrible plan, and I want them to say no to this coal terminal.

Submission Number: MBTL-SEPA-DEIS-0002113

Received: 6/7/2016 5:10:03 PM

Commenter: Tim Herr

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for manyâ€let's makes it happen. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. I'll look forward to updates.

Submission Number: *MBTL-SEPA-DEIS-0001689*

Received: 5/31/2016 6:50:11 PM

Commenter: Sarel Herrera

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: *MBTL-SEPA-DEIS-0001192*

Received: 5/26/2016 12:45:40 AM

Commenter: James Herrick

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I work with NASA Research and Development on new energy sources. I am the one who sent them formulas for fusion Technology that was found successful in lab research. I think if we adapted railcars that are covered and terminal dispatch of tonloads that is 'hermetically sealed' we could save aton of coal dust that is lost OTW to dispatch and even use it to make charcoal briquet production near the terminal. This would create a few jobs and cut pollution additionally. OI have emailed the White House with some details and hope our job market is affected by finality there. Thank you folkes. Have a nice day. James Patrick Herrick

Submission Number: *MBTL-SEPA-DEIS-0001401*

Received: 5/26/2016 7:46:55 PM

Commenter: Andrew Hettinger

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001852*

Received: 6/2/2016 6:02:42 PM

Commenter: Doreen Heuck

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. I appreciate you considering this feedback.

Submission Number: *MBTL-SEPA-DEIS-0001503*

Received: 5/31/2016 2:20:40 PM

Commenter: Sean Heuer

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Media coverage would have us believe that transporting coal by rail through our state is unprecedented—it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thank you for listening. Sincerely, Sean Heuer heuer2330@yahoo.com 98626

Submission Number: *MBTL-SEPA-DEIS-0001794*

Received: 6/2/2016 5:11:10 PM

Commenter: Steve Heward

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: MBTL-SEPA-DEIS-0000442

Received: 5/17/2016 7:03:17 PM

Commenter: Ty Hiatt

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, "let's makes it happen. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001156*

Received: 5/25/2016 12:31:29 PM

Commenter: Jolly Hibbits

Organization: Egret Flats Farm

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please deny the request for a coal train and its attendant facilities in Longview. Too much coal dust, air pollution, etc., in a very sensitive area, the Columbia Gorge. We need to address global warming, and approving this plan would be many steps backward. Think about the future, please and not ok ideas that are from the past. Have you ever heard John Prine's song called "Paradise" with the words about Mr. Peabody's coal train? If you haven't you should listen, easy to find on you tube.

Submission Number: *MBTL-SEPA-DEIS-0000917*

Received: 5/24/2016 5:10:29 PM

Commenter: Charles Hicks

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: *MBTL-SEPA-DEIS-0001533*

Received: 5/31/2016 4:51:56 PM

Commenter: Debra Higbee-Sudyka

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Representative, Please reject the Millennium Bulk Terminals Longview (MBTL) proposal for the following reasons: Climate change is real therefore, we need to stop using fossil fuels, such as coal, in order to transition to a low-carbon future. This proposed terminal will add to climate disruption and get in the way of a future where alternative energy, conservation, and other important ways that prevent carbon from polluting our atmosphere. Further, the impacts to Oregonians and Oregon communities from increased coal train traffic are a problem – and these impacts will go far beyond “inconveniences.” The MBTL facility is only one part (albeit a major part) of an overall plan by coal and rail corporations. Based on PRB coal company projections, coal export will amount to at least 75 million tons of coal and as much as 170 million tons each year through Oregon. Coal trains (today) are 120–125 cars long, and each car holds 115 tons of coal. [NOTE: Coal trains are transitioning to 150 cars in length.] At the lower level of coal exports studied in the report, Oregon would likely see at least 30 more coal trains each day (15 loaded going west and 15 empty returning to the coal fields) – in addition to all the train traffic we currently experience. And, if all the West Coast ports were built or expanded and the high-end coal company projections are met, Oregon could potentially experience as many as 64 more coal trains (total east and west) each day. There will be health, safety, quality of life, as well as actual financial costs to Oregon citizens and communities from this increase in coal train traffic. Oregon cities along the train routes will be most affected by this increase in the number of coal trains. The increased number of trains in Oregon will mean more noise, a greater potential that emergency responders will be delayed in reaching residents when there is a medical emergency (or a fire or the need for police), and a greater potential for vehicle collisions with trains and for pedestrian accidents. These issues must be addressed, analyzed, and their consequences fully considered in the EIS being prepared. More trains in Oregon will mean an increase in the amount of airborne pollutants (particulate matter) from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease. Additionally, more trains will mean more vehicles idling at train crossings when trains are passing – and adding their exhaust (containing particulate matter and other pollutants) into the air. While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later, so even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS being prepared. In conclusion, there are many, valid reasons to help you conclude that you must reject the proposed MBTL terminal. Sincerely, Debra Higbee-Sudyka

Submission Number: *MBTL-SEPA-DEIS-0000300*

Received: 5/10/2016 7:26:11 PM

Commenter: John Higgins

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of their community and economy and will do even more great work once their permits are granted. Thank you for your work to move forward with this project.

Submission Number: *TRANS-LV-M2-00007*

Received: 5/24/2016 12:00:00 AM

Commenter: Kimberly Higgins

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment today. My name is Captain Kimberly Higgins (phonetic). I live in Longview, Cowlitz County. I hold a U.S Coast Guard unlimited master's license. My 35-year career has included transporting coal as well as working on ships berthed near coal docks.

I can speak to the fact the expression, Clean coal is a combination of contradictory terms.

I do not speak for my union. I'm not a paid activist or lobbyist. I speak as a homeowner in the community, and I don't want to see another private industry come to town bearing hazards that knows our Achilles heel is jobs.

It is using it to divide us and pit us against each other. Too few will benefit at the expense of the environment and the health of many. We should work together to find an alternative to coal export that will create work and in turn attract other business to our town and not accept that Longview is an industrial dumping ground or conduit.

This commodity's project is not worth prostituting ourselves for. And I speak as someone who could benefit financially from it. Both the long and short term price is too great. I request your leadership and that you reject this project.

This property should be cleaned up so that its future use is not limited. And that cleanup should not be at taxpayer's expense. In closing, I ask how many future job possibilities will be lost if this project comes to fruition and what that economic impact would be.

Submission Number: *MBTL-SEPA-DEIS-0000316*

Received: 5/11/2016 1:35:07 AM

Commenter: RON HIGGINS

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: *MBTL-SEPA-DEIS-0000063*

Received: 5/3/2016 3:52:49 PM

Commenter: Brenda High

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000619*

Received: 5/19/2016 7:34:15 PM

Committer: Ray Hilgreen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: *MBTL-SEPA-DEIS-0003209*

Received: 6/13/2016 6:33:10 PM

Commenter: Chris Hill

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate \$70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: *TRANS-LV-M2-00095*

Received: 5/24/2016 12:00:00 AM

Commenter: Chris Hill

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

They say never follow a kid, but... My name is Chris Hill (phonetic), and I'm a resident of Cowlitz County. I spent nearly 40 years developing, running and evaluating computer models of the atmosphere. As area manager for Washington for NOAA'S national weather service, I was a founding member of a consortium of federal, state, and local agencies that developed the nation's highest resolution operational forecasting model.

That model still runs daily at the University of Washington and helps agencies like DOE, DNR, Washington DOC and others conduct their business. Thus it is difficult for me to say this, but the DEIS falls woefully short in providing a convincing argument that coal dust and pm 2.5 will not be a problem with this project.

What I've learned in 40 years is the models often produce what appear to be realistic results and can be very alluring. However models are only as good as the data upon which they derive and operate. Modeling in this DEIS uses too small a dataset to yield stable results.

The results should be rejected and in light of the documented problems with fugitive coal dust and pm 2.5 concentrations that exist in coal loading facilities including Seward, Alaska; West Shore, British Columbia; and Norfolk, Virginia and many other U.S. and international locations.

Additionally the DEIS states that Millennium will monitor for fugitive coal dust and report to Cowlitz County. The DEIS does not state what the actions say if it turns out the many documented cases are incorrect and the modeling is wrong.

Will Millennium be required to shut down? Believe the ground reports and reject the incomplete modeling and render a no action alternative. Your grandchildren will appreciate your wise decision.

Thank you.

Submission Number: *TRANS-LV-Q1-00045*

Received: 5/24/2016 12:00:00 AM

Commenter: Chris Hill

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Chris Hill, and I am a resident of Cowlitz County. I have spent nearly 40 years developing and running and evaluating computer modules of the atmosphere. As area manager of Washington for NOAA's National Weather Service, I was a founding member of a consortium of federal, state, and local agencies that developed the nation's highest resolution operational model. That model still runs daily at the University of Washington and helps agencies like DOE, DNR, Washington DOT, and others to conduct their business. Thus it is difficult for me to say this but the DEIS falls woefully short in providing a convincing argument that coal dust and PM 2.5 will not be a problem with this project. What I have learned in 40 years is that models often produce what appear to be realistic results and can be very alluring. However, models are only as good as the data on which they are derived and operate. The modeling in this DEIS uses too small of a data set to yield stable results. Additionally, the model has not been verified against independent local data. In short, only half the task has been completed. The results should be rejected in light of the documented problems with fugitive coal dust and PM 2.5 concentrations at existing coal loading facilities including Seward, Alaska, West Shore, British Columbia, Norfolk, Virginia, and many other U.S. and international locations. Additionally, the DEIS states that Millennium will monitor for fugitive coal dust and report to Cowlitz County. The DEIS does not state what actions will occur if it turns out that many documenting cases are correct and the modeling is wrong. Will Millennium be required to shut down? Believe the ground truth reports, reject the incomplete modeling, and render a no-action alternative. Your grandchildren will appreciate your wise decision. Thank you.

Submission Number: *TRANS-LV-M1-00031*

Received: 5/24/2016 12:00:00 AM

Commenter: Jim Hill

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Jim Hill, City Councilman, City of Kelso. I'm not here on behalf of the City of Kelso, but rather as Jim Hill citizen, and also an individual who for 35 years has been engaged in the sales distribution of environmentally related remedial products. My company is world wide. A point of fact, the issue of coal dust is really a red herring. The encapsulation process and the product that's applied to the coal is going to ensure that coal is not an issue. Anyone that's finding coal dust now is finding coal dust in existing trains that are passing by their home. I appreciate the concerns of all of the doctors and professionals who have given their opinion here, but I would like to know if they drove here. And how many of the folks that oppose coal drove here, utilizing cars fired by gasoline. How many use plastic bags or plastic of any sort in their daily lives? The reality is this: Give up 30 percent the use of your automobile and then I will sincerely believe that you're committed to this as opposed to just a feel good I don't want to see coal. Gas is as dangerous as any product, gasoline itself, and the fumes and all of the environmental issues caused by it. Folks, farmers can't plow fields without diesel. They're opposed to coal. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000929*

Received: 5/24/2016 5:15:14 PM

Commenter: Kathleen Hill

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: MBTL-SEPA-DEIS-0002448

Received: 6/10/2016 12:03:18 PM

Commenter: Maryl Hill

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

A recent study in Australia (<http://caha.org.au/wp-content/uploads/2015/02/CAHA.CaseStudy.Newcastle.pdf>) indicates that more coal dust comes off "emptied" rail cars than some full ones. The issue of fugitive dust from residue left after coal cars are emptied was not addressed in the DEIS. This has now been shown to be significant and must be properly addressed and factored into estimates of the amount of fugitive dust that Longview residents can expect to be subjected to. In fact, the DEIS should require that all rail cars be scrubbed clean before leaving the Millennium site.

Submission Number: *MBTL-SEPA-DEIS-0000896*

Received: 5/24/2016 4:56:26 PM

Commenter: Paul Hill

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Thank you for listening.

Submission Number: *MBTL-SEPA-DEIS-0003089*

Received: 6/13/2016 5:23:37 PM

Committer: Thomas Hill

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thank you for listening. Sincerely, Thomas M. Hill tohill@archcoal.com 82716

Submission Number: MBTL-SEPA-DEIS-0001793

Received: 6/2/2016 5:10:33 PM

Commenter: Tyson Hill

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Hill, Wayne (2680)

Submission Number: *MBTL-SEPA-DEIS-0002680*

Received: 6/13/2016 12:59:24 PM

Commenter: Wayne Hill

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

let Millennium Bulk Terminals-Longview build the build the marine terminal! It's good for Wyoming and it;s good for America.

Submission Number: *MBTL-SEPA-DEIS-0003191*

Received: 6/13/2016 6:25:25 PM

Commenter: Linda Hille

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002320*

Received: 6/9/2016 5:16:14 PM

Commenter: Andrew Hillger

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county, not to mention the much-needed tax revenues. Let's not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: *TRANS-LV-M1-00002*

Received: 5/24/2016 12:00:00 AM

Commenter: Edith Hillis

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Good afternoon. My name is Edith Hillis, I'm from Washington and Oregon. My children have recently applied for different rental homes or houses that they're buying. And in order to do that they need to prove that they can handle whatever risks and save the bank or property owner the known costs. So they have to have a credit check, they have to have a character check, a criminal check, they have to pay their last rent and their first rent, and they have to have deposit for cleaning or for pets.

We're not requiring that and we should of Millennium. There has been no proof ever in world history that this is safe. We need to have them pay the money up front for third-party scientific documentation.

We know that we have to have the costs of the coal dust damaging the joints in the rails that has more friction, more harm, it reduces rail traffic, it reduces the economy for everyone else that wants to use the rails.

We know that the coal dust cannot be covered up because you'll have spontaneous combustion. We don't have anything invented for cleaning it up. Nothing has ever been invented to clean up oil spills, that it works. We don't have anything to protect us from the diesel. It's never been invented. So we need to have that paid for up front.

Every single kaboom and bust industry has not cleaned up after itself. We need to have them pay up front the cost for health care. We're going to have increased birth defects, learning disabilities, Alzheimer's, health defects. That costs workers.

It's not fair that the people of Cowlitz County have to be paying all this money for increased health insurance, increased homeowners insurance, increased business liability. This needs to be paid up front.

Submission Number: *MBTL-SEPA-DEIS-0000560*

Received: 5/19/2016 6:05:40 PM

Commenter: mark hillyard

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied it's time to move this proposal forward! Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: MBTL-SEPA-DEIS-0000983

Received: 5/24/2016 5:48:09 PM

Commenter: Alfred Hink

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: *MBTL-SEPA-DEIS-0000102*

Received: 5/5/2016 9:42:10 PM

Commenter: david hinkle

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application. Sincerely, David Hinkle

MILLENNIUM Bulk Terminals - Longview SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|--|---|---|
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

Many try to justify coal terminals by stating that we all use fossil fuels and plastic products. That we could cut emissions by driving less. Well, I drive less, 50% less ~~of~~ over the past 6 years. I also have cut my overseas travel by half to the detriment of my income. I have witness 1st hand the lung clogging and coughing caused in great part in cities like Beijing, Luoyang and Tingdao China. People die every day from the pollution. We are directly affected also. That pollution drifts over our country brought to us in normal wind patterns, to slowly cause illness among our own citizens. Millennium Bulk Terminals should not be built in Longview.

(additional space is provided on the back)
Hector Hinojosa

(comment continued)

Submission Number: *MBTL-SEPA-DEIS-0000395*

Received: 5/17/2016 6:14:04 PM

Commenter: Bruce Hintermeyer

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thank you for listening.

Submission Number: MBTL-SEPA-DEIS-000093

Received: 5/5/2016 9:32:05 PM

Commenter: Brenda Hislop

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process. Sincerely, Brenda Hislop

Submission Number: *MBTL-SEPA-DEIS-000094*

Received: 5/5/2016 9:32:59 PM

Commenter: Clark Hislop

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project. Sincerely, Clark Hislop

Submission Number: *TRANS-LV-M2-00057*

Received: 5/24/2016 12:00:00 AM

Commenter: Clark Hissup

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Good evening, my name is Clark Hissup (phonetic). I live in Kelso, Washington. I think this is about jobs in this community. My grandfather came to this town in Longview when it was being built and sold furniture to a thriving community.

My great grandfather, my grandfather sold tires of the building of the dams and what was going on in this area that was growing. My dad lived his whole life here and printed the Daily News for 42 years, but my generation started to have to look out of town and other areas for jobs.

Now I have three grown children and grandchildren that need careers. I work for an environmental company. I'm a planning commissioner for the City of Kelso. And I've worked in the Millennium site. They've cleaned it up better than it's ever been in my lifetime. The river flows clean today. I believe Millennium will be a good steward of the land and I say support the project.

Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001417*

Received: 5/26/2016 8:22:38 PM

Commenter: Rick Hoard

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm all in favor of the terminal and the coal being freighted through Spokane. This will provide jobs, and revenue for thousands of people both here in the U.S. and wherever the coal is shipped to. Coal is a resource that we have available to us to use, not sit/lay on the ground. There's such an abundance of coal that we would be fools not to use it. Coal dust polluting our city? I think the pigeons do worse than coal dust ever will. People should quit smoking before they demand the stopping of coal through Spokane.

Submission Number: *MBTL-SEPA-DEIS-0000010*

Received: 4/29/2016 3:48:13 PM

Commenter: Mike Hoban

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it's time Longview went back to work. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A. and Washington State! Sincerely, Mike Hoban

Submission Number: *MBTL-SEPA-DEIS-0002602*

Received: 6/13/2016 11:13:25 AM

Commenter: Mike Hoban

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000786*

Received: 5/23/2016 3:59:11 PM

Commenter: Cheryl Hobson

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

While I like the project, I abhor the name. Please change it. Anything with the name Millennium or Millennial is seen by my as a young group of ignorant people

Submission Number: *MBTL-SEPA-DEIS-0003349*

Received: 6/13/2016 9:26:29 PM

Commenter: Lance Hobson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate \$70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Elaine Placido
Director, Building and Planning
Cowlitz County
207 4th Avenue North
Kelso, WA 98626

Sally Toteff
Director, s.W. Regional Office
Washington State Department of Ecology
300 Desmond Drive S.E.
Lacey, WA 98503

16 Greenbrier Lane
Missoula, Montana 59802
June 12, 2016

Dear Directors Toteff and Placido:

As residents of Missoula, Montana, my husband, Harold, and I are very concerned about the impacts that the development of the proposed Millennium Bulk coal export terminal in Longview, Washington, will have on Montana. We find the Draft EIS deficient and inaccurate in its coverage of Missoula and the state of Montana. For example, the DEIS (in the Supporting Document section) states that currently there are 25 to 28 trains a day traveling the route through Missoula. Four years ago the Montana Rail Link told us that existing traffic through Missoula was 16.9 trains a day. Recently the Missoulian reported that current traffic is between 13 and 15 trains a day. Rail capacity through Missoula is not discussed in the DEIS. Sixteen additional trains would be more than a doubling of existing traffic.

We are very concerned about the increased risk of derailments of all trains, including toxic and combustible freight (i.e. Bakken crude, chlorine-carrying cars), due to increased usage and consequent wear on rails. More heavy trains and ballast altered by escaping coal dust create a greater potential for accidents – a problem of geometry when the rails lose their parallel alignment by as little as three inches. There have been recent derailments of coal trains in Missoula's switching yard resulting in spillage of coal. Also, a recent derailment west of Missoula resulted in three airplane fuselages plunging into the Clark Fork River. This happened within a train's length of the towering Fish Creek trestle that crosses over turbulent waters. A toxic coal spill in such waters could be difficult if not impossible to clean up. Much of the rail traffic through Montana passes alongside or over major waterways. Railroad plans for Montana are not cited in the DEIS.

The railroad passes close to or through low-income neighborhoods, and the effects (noise, emissions/dust, crossings, etc.) on people living there are much greater than for the general population – both to their health and their physical safety. This is an environmental and social justice issue that should be considered.

A highly critical performance audit concerning rail safety prepared by the Montana Legislative Audit Division to the Montana Legislature (October, 2015) mentions increased rail traffic through Montana, including dangerous Bakken oil trains and coal trains. This report is very informative and should be included in your DEIS, with particulars concerning rail accidents. Human factors and rail conditions are listed as primary causes of accidents. Deficiencies in up-to-date planning are noted. The report is available on line at <http://leg.mt.gov/audit>.

Since 1999 my husband and I have been very involved in climate change issues, publishing a science-based climate change quarterly (*The Mercury's Rising*) for three years and most recently making a film on coal and climate change (*Coal Road to China*). We showed this film across Montana, Washington and in Sandpoint, Idaho.

Building new coal export infrastructure would lock us into a future of more pollution and carbon emissions. Burning coal is the greatest contributor to greenhouse gases and climate change. If we are ever to be serious about changing the trajectory of warming, we must stop burning coal. It is inescapable: the transport of 44 million metric tons of coal annually would roughly produce double that amount of CO₂ on combustion. We would be accomplices in this – an end run around efforts by the Northwest Power and Conservation Council's latest plan to reduce greenhouse gases. The same goes for the agreement of 195 nations, signed in Paris last year. The World International Energy Outlook said that 80% of the known coal deposits must stay in the ground to stop global temperature rise at 2 degrees Centigrade.

Harold was a smokejumper as a young man (we are now in our mid-70's), and has remained active in promoting fire-wise safety measures. The fire season in Montana is now 78 days longer than when he was smoke jumping, and the fires are often more intense and dangerous. A recent film, *Unacceptable Risk*, which you can find on the internet, shows that some fires are now so dangerous that the risk is too great for firefighters to tackle them. The film attributes this increased fire danger to climate change. The increased heat and arid conditions also affect fires caused by sparks from trains.

I am a long-time member of Missoula's Air Quality Advisory Council and was an emergency medical technician in a rural area for eight years. The lack of a completed Health Impacts Assessment egregious. All along the rail line there will be health impacts. Missoula is located in a bowl surrounded by mountains, and we have serious air inversions during the winter. Missoula has come very close to exceeding Federal PM 2.5 standards, and the diesel/dust contributions of up to sixteen additional trains a day could well push us out of regulatory compliance. Doctor Paul Smith, local Pediatric Pulmonologist, has grave concerns regarding this issue and impacts on his young patients. The elderly and infirm are also vulnerable.

One of the things we love about Montana is recreating in the mountains and along the rivers and streams. Climate change, exacerbated by burning coal, is affecting

what we can do here – through wildfires, droughts, low snow pack, low stream levels and extreme weather events. Tourism is important to Montana, and our economy suffers when the state is smoky or otherwise unpleasant or unsafe for outdoor activities.

The DEIS completely ignores the impacts of new or expanded coal mining that would be induced by the proposed coal terminal. The port's proposed capacity of 44 million metric tons per year is equivalent to all of the coal annually mined in Montana. Any new mining resulting from this port would impact southeastern Montana and Northern Wyoming, where coal seams act as aquifers. Digging them up endangers water quality and quantity, and negatively affects agriculture. Mining companies have fully reclaimed less than 10% of mined lands, and reclamation has not been contemporaneous. Water is the last and most difficult step in reclamation efforts.

Domestically and globally, markets are moving against coal. Instead of investing in new coal infrastructure, we should be investing in clean energy. It makes no sense to build an export terminal for coal when companies that have invested heavily in coal are going bankrupt.

People living today have the opportunity to be the ones who chose to change the course we are on for the security and happiness of future generations. We are running out of time and must do the right thing now. Please choose the NO Action option.

Thank you for your time and efforts. We spoke at the Spokane hearing last month and appreciate the serious attention you extended to everyone.

Sincerely,
Harold and Jan Hoem

Submission Number: *MBTL-SEPA-DEIS-0003830*

Received: 6/14/2016 1:20:33 AM

Commenter: Harold Hoem

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: Attachments

Submission Text

Harold:

I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison". We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Steve
Running:

Yes, I want to particularly point out what I see happening in the global coal markets and global carbon cycle science. That's the stage that I work in, global carbon cycles. We, probably a decade ago, first identified really clearly that the biggest single carbon emission by humanity is burning coal for electric power. It became clear to us right at that point that everything else we do in trying to reduce carbon emissions wasn't going to matter at all if we didn't, first and highest priority, quit burning coal for electric power.

That was over a decade ago. It didn't seem like we were making much progress until about the last year. I can finally say that we've had a pretty good year in global policies. Obviously we all know about the Paris Climate Agreement where every nation signed on to a commitment for driving down carbon emissions, and for most countries that first biggest carbon emission is burning coal for electric power.

What's more immediately relevant to us here is that China not only signed the Paris Agreement, but China actually does a 5-year strategic plan for the nation. What a concept to actually plan the future of your nation. We've got learn something here. In the last 5-year plan, China has publicly announced that they will quit importing coal. What we're clearly seeing is that in 2014 and 2015, China's coal imports went down by actual statistics, so they're making good on this strategic plan that they've announced.

They are starting to drive down their purchasing of imported coal. Of course, their 2 biggest sources are Australia and us. They have already announced that they have a strategic objective to quit buying coal. I can't imagine a worse time for America to be building more coal infrastructure when the biggest customer has already announced publicly that they're going to quit buying. This is really almost a no-brainer.

What I also see now in this last year is that the world financial community has really started to catch on that long-term fossil fuel investment, and particularly long-term coal infrastructure investment, is just plain a bad idea. It's a bad investment. You have very high probability of losing your investment with the trajectory of the global economy and energy. When the world bank and Goldman Sachs, I read almost every week another major financial institution announcing that they are getting out of coal investment ... What we see here is the local version of that same decision point.

You would think this ought to be an easy decision, that the last thing the Pacific Northwest would want to do is invest in long-term infrastructure for coal export when a major customer has already announced that they're going to be capping their imports. I think this is to me, at the global scale that I work at and study and follow, this really should be a pretty easy decision then. This is certainly not a terminal that we want locally, but that even makes any sense in terms of a larger financial picture. It just doesn't make sense one bit. I think that's what I want to leave with you on this topic. Thank you.

Paul Smith:

I'm really happy to get a chance to comment on the health implications of the increasing coal shipments by rail for our communities and others. It's easy to make the case that negative health impacts with coal will occur because they've been occurring for the last several hundred years. There's no reason to think a little bit more is better.

I hope to stress the health threats local to Missoula and also stress that this new threat will be greatest on the vulnerable, including children, infants, the unborn, and the elderly. I also have a list of references that I always feel nervous talking and making statements without. If anybody wants the list of the references that at least give the health implications, please see me. Because I take care of children and infants with lung disease, obviously my main concern at the local level is the increase in air pollution from these diesel fumes, coal dust, and worsening climate change.

Data is substantial showing that coal trains do increase bloom concentrations. Diesel emissions are recognized as carcinogens, which was previously noted, and contain toxic substances such as polyaromatic hydrocarbons and particulate matter or PM. Coal dust also adds to air pollution in the form of particulate matter. Of the 6 criteria of air pollutants that the EPA is mandated to regulate, particulate matter is perhaps one of the easiest to track and to correlate with health effects.

It's generated a vast amount of medical literature. We know there is PM increase as public health worsens. We also know that when we lower particulate matter, population health improves. That's an important concept and lends significant credibility to particulate matter being culpable, and justifies action that lowers air pollution. Particulate matter leads to lung damage and diseases such as asthma and COPD. Children are at the highest risk because their lungs are developing and they have more life years of exposure.

This often worsens over decades from accumulating scar tissue along the airways by repeated injury. We have no cure for asthma. For today's living asthmatic children, they may end up being tomorrow's asthmatic cripples. In health, particulate matter also leads to diseases distant from the lungs such as heart disease, stroke, and cancer and even adverse effects on pregnancies and fetal tissue. Infants born to a mother exposed to high concentrations of particulate matter are born smaller, and with impaired lung function.

These more systemic effects outside of the lung happen in part because fine particulate matter can also cross pulmonary system directly into the circulation and they release whatever poisons they contain. Missoula already struggles with air quality in a large part because of our valley inversions that attract pollutants. Despite strong efforts to decrease particulate matter, we often, here in Missoula, are close to the prescribed threshold by the EPA for particulate matter.

There is no safe lower threshold. The more time one spends in high exposure of particulate matter, the greater the effects. Again, this is of special concern to children. Another health concern with coal dust is increased chance of train derailments. You might recall an article in the Missoulian last year quoting the Department of Transportation estimating that there would be over 10 derailments per year in the US of trains carrying nothing but ethanol and oil cargo alone. Missoula is a very populated area. It's time we realize that with only 2 hospitals in our town, we would struggle to handle the type of derailment disaster that hit Quebec killing 47 and devastating a small

town.

Then finally the effects of coal combustion on climate change are already significant here in Montana. As it was noted, we've already come through 2 of the warmest years on records and the warmest April on record. Our snow pack is already lower than normal this year and it's disappearing. Our farmers and ranchers are threatened. Increased forest fires and hot weather will again threaten our health and our children's health.

By way of closing, one of my favorite quotes when giving a talk like this is from CF Elliot in 1909. He was then secretary of Anaconda Copper Mining Company. He stated, "We have the perfect right to carry on a legitimate business and if incidentally we should pollute the atmosphere nobody has the right to complain until specific damage gives them a cause of action." This statement really describes the position that we're in as a company.

We can't stop a process legally until we can show harm. By then, the ground, the air, and the water are contaminated, and our children are sick and it's too late. So ask yourself when we're coming through these discussions what angles are we heading in? Is the public being shouldered with the responsibility to prove harm or is the impetus on the industry to prove there's no harm? Harm to health has already been shown. There is specific cause for us to halt more pollution.

John: Good evening. I'm John Woodland. I retired in January as the Superior, Montana Fire Chief. I'm speaking from my background in emergency services, I do speak for myself. Superior is one of the many small towns along the rail line that this project will negatively impact. Emergency services and access to many of my district's neighborhoods require crossing the tracks. That's true of many other towns along the rail line. This is what's hauling our water supply across the tracks.

I personally waited at a grate crossing for a train to pass while on an emergency service response. This proposal lacked the train traffic. It increased the likelihood emergency services will be negatively impacted in communities all along the tracks. The tracks in Mineral County in places are built right along steep mountainsides next to the Clark Fork of the Columbia River. Trains fall off these tracks sometimes into the river and not that infrequently.

In my 10 years as the fire chief there have been 2 trains in the river in Mineral County. One visible from my home, included empty oil cars, and the other dumped Boeing fuselages into the Albertan Gorge. More traffic means more wrecks. More traffic will also mean more pressure not to hold up the trains for maintenance work which means yet again more wrecks. For Montana, Eastern Washington and Idaho, it also means less access and higher prices to ship agricultural products. For emergency services, today the 800-pound gorilla in the room is climate change.

If you don't think that's emergency service issue just look at the newspaper for the last week, at the evacuation of between 80 and 90,000 people from Ft. McMurray in May in

Northern Alberta, months before there's supposed to be a fire season in that part of the country. This is the future for the entire inter-mountain west if we don't act decisively now with climate change. We cannot continue to invest in fossil fuel projects, such as Longview, and have any chance of limiting the worst impacts of climate change. I urge you to say no to the Longview Coal Port and yes to acting decisively on climate change now before it's too late.

Michael: My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Carolyn: Hello, my name is Carolyn Walker. I used to be Carolyn Alderson. I lived along the Tongue River for 20 years of my life. I raised my 3 children there. There is an interesting story about a law and a regulation that actually stopped something. When I lived down there, the Northern Plains Resource Council, I was part of it, was just beginning. That's when you all heard of the Tongue River Railroad. The Tongue River Railroad was thought of and started because there was a mining plan for that area, right on the Tongue River. It was called the Montco Mine.

Well there's a nice picture of me shaking hands with President Carter in 1977 at the signing of the strip mining bill. In that bill there's a piece of the legislation that says, "There shall be no strip mining on Alluvial Valley Floors." The Montco Mine was right on the Tongue River. It caused some difficulty in the community. I just wanted you to know that there are ways to use legislation and rules to stop bad things from happening. My recommendation is that we recommend no action on the Longview Port.

Jim: My name is Jim Parker. I live in Missoula Montana. As a Montanan along the rail corridor between the Powder River Basin mines and the proposed terminal I oppose the Millennium Bulk Terminals because of the associated increase in coal train traffic through my community. The increased coal train traffic will bring with it increased air pollution and health risks from increased coal dust and diesel exhaust and increased noise pollution.

In addition, the increase in coal traffic through my community will reduce access across the tracks and cause traffic delays for citizens, commuters, for emergency response vehicles when there's a medical emergency or fire, or a need for police. The additional train traffic will also provide greater potential for vehicle collisions with trains and for pedestrian accidents.

As a Missoulian and Montanan, I'm asking that the EIS fully analyze and consider the impacts of this port and the increased coal train traffic would cause here in Missoula and across Montana especially as it relates to the above sited impacts. The proposed project's impacts are real and significant to Montanans and are connected in cumulative

result of what happens if this project is approved.

The EIS prepared by the court in the Washington Department of Ecology in Cowlitz County must include all the connected and cumulative impacts in Montana that will result if the MBTL facilities are approved and constructed. These include the significant connected and cumulative impacts on the project all the way back through Montana to the Power River Basin Coal Mines in Montana and Wyoming.

The increased rail traffic in Montana must be addressed, analyzed, and its consequences fully considered in the EIS. More trains in Montana will mean an increase in the amount of airborne pollutants, from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease.

While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later. Even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS. The MBTL facility will directly lead to an increase in the burning of coal. The link between increased coal burning and associated public health problems cannot be ignored and should be included, analyzed, and the consequences fully considered in the EIS.

Finally, because the sole purpose of the MBTL facility is to facilitate the shipping of coal being transported from the PRB to its final destination in Asia, where it will be burned for energy, I also believe that the EIS must fully consider the long term and direct effects that this action will have on the global climate.

In conclusion, I strongly oppose the proposed Millennium Bulk Terminals Longview facility. The connected and cumulative impacts to Missoula, and all of Montana, from the proposed facility, are real and significant. The EIS prepared by the co-lead agencies for this project must address, analyze, and consider all the connected and cumulative impacts this proposal will have on Montana. Please reject this proposal and take no action.

Thank you.

Harold: I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison". We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate

change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Gary: I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one single entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

George: Thank you, thank you all for being here. My name is George Price. I was asked to represent an organization I belong to named Indian People's Action. Indian People's Action asked me to be here as an environmental issues coordinator.

I would like to put our input collectively in here; just the fact the basis what coal is doing to our climate and the life on earth. I think that should be enough reason to keep it in the ground, not transport it anywhere. Anybody who's paying attention and looking at how fast this is escalating climate change to an unpredictable level at levels with all the other elements that are being released. Rising sea levels, you can go down the whole list if anybody's honest about that, you would say yes, let's stop all of this.

I'd also like to say let's look at the paradigm shift and deeply question a society that creates incentives for people to write environmental impact statements that are

intentionally lying to the people for profit, for money in a society that lives for money. I'm not going to go into my whole historian's diatribe there. I had often wondered what if the people who came from across the ocean, and likeminded people that welcomed innovation in Massachusetts had come to learn instead of to control. It's great. Can we start on the right foot now? I recommend the no action on behalf of Indian People's Action of Montana.

Dave: Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. **that think generalist that those are for generalist.** There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Dave Jones: Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of

the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve: Hi, my name is Steve Schwartz. I live here in Missoula. I'm a professor interior of the Department of Communication Studies at the University of Montana. I teach and do research in environmental communication. No matter what the coal industry says about the free market, their goal is to get government on their side to make the market work for them whether it's supporting carbon cash receipt frustration, whether it's blocking the clean power plan, or supporting coal export infrastructure like MBT as a goal. It's past time for us to use our voice to remind government agencies who's side they need to be on and who's interest they need to represent.

The connected and key note we've heard about tonight on public health and safety, on air, land, and water, on wildlife, and on climate change are common in house. They're shared by the residents of the Pacific Northwest, shared in common by the people who live in Washington and Idaho and here in Montana. We all deserve a voice in this decision. For that reason, I want to thank all the organizations that have made this opportunity possible for so many of us to express our voices. To protect the commentators in the Department of Ecology, to take no action, thank you.

Jim: My name is Jim Roach. I've been a Missoula resident for 45 years. I don't understand why it's draft Environmental Impact Statement doesn't address impacts for rail traffic in Montana. That seems sort of ridiculous. It seems like a rip off. On behalf of my family, and my friends, and a lot of people that I know are neighbors, I just want to say we don't want any more coal dust. We don't want any more diesel fumes. We don't want any more threat of derailment. We don't want traffic complications from increased rail traffic. We don't want the noise.

Most of all we don't want the climate impact. We don't want the endless smoky summers. We don't want the low stream flows and the sick fish. We don't want the reduced fishing opportunities. We don't want increased beetle kill. We don't want disappearing biodiversity. We don't want damage to agriculture. We don't want the drought. We don't want climate refugees. We don't want shut downs of skiing areas. We don't want this action, no action. Thank you.

Claudia: My name is Claudia Narcisco. I am speaking for myself today. When I was trying to find some things that I was going to speak about, I found an old letter that I had written in I guess November 2013. There goes my letter. I had it on my phone and mailed it to myself. Anyway, it was hard enough to read. I emphasized that connection actions between the mine and the port and Asia and the impacts on climate change and how it would cycle back to us.

I requested that they consider this. I cited a section of the National Environmental Policy

Act. I believe it was section F2 or 2F that specifically directed agencies to consider international ramifications of actions which is not something that we normally associate with, but it's just that it was our responsibility to do that. Obviously those things were not necessarily done, as far as I could tell, to this point.

I hope that's considered.

Submission Number: *TRANS-SPOKANE-M1-00041*

Received: 5/26/2016 12:00:00 AM

Commenter: Harold Hoem

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm Harold Hoem from Missoula.

I was a copper miner in Butte, a smokejumper, an intelligence agent, and a long career on a commercial fishing boat on the Pacific watching the Columbia bar many times.

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

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

Burning coal in Asia is killing people. We could become morally culpable of this end run of overseas export play.

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

The DEIS pays scant attention to these towns and to the actual conditions. The supporting documents erroneously reference 25 to 28 trains a day as "existing conditions". In reality, Missoula currently sees 13 to 15 trains a day. Sixteen more coal trains would double the existing traffic. The document does say "this traffic could result in exceeding rail capacity" if improvements are not made, but cites no rail plan for Montana.

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

Submission Number: MBTL-SEPA-DEIS-0000902

Received: 5/24/2016 5:04:55 PM

Commenter: Paul Hoerner

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: *MBTL-SEPA-DEIS-0003091*

Received: 6/13/2016 5:24:09 PM

Commenter: Dan Hoffman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments - it's time to let it. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work! Sincerely, Dan Hoffmann
dhoffman@archcoal.com 82732

Submission Number: *MBTL-SEPA-DEIS-0001397*

Received: 5/26/2016 7:44:17 PM

Commenter: Jerome Hoffman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: *MBTL-SEPA-DEIS-0002213*

Received: 6/7/2016 7:27:21 PM

Commenter: Kathleen Hoffman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Please reach out with any questions.

Submission Number: *MBTL-SEPA-DEIS-0001806*

Received: 6/2/2016 5:24:44 PM

Commenter: carola hoffmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0001807*

Received: 6/2/2016 5:24:45 PM

Commenter: carola hoffmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: MBTL-SEPA-DEIS-0001808

Received: 6/2/2016 5:24:46 PM

Commenter: carola hoffmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0001403*

Received: 5/26/2016 7:47:59 PM

Commenter: Dale Hoffmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thank you for listening.

Submission Number: *MBTL-SEPA-DEIS-0000284*

Received: 5/10/2016 6:53:22 PM

Commenter: Daniel Hoffmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let's not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I greatly appreciate you considering my input.

Submission Number: *MBTL-SEPA-DEIS-0001336*

Received: 5/26/2016 7:06:44 PM

Commenter: Garry Hoffmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: *MBTL-SEPA-DEIS-0001565*

Received: 5/31/2016 5:13:07 PM

Commenter: Kerry Hoffmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0001415*

Received: 5/26/2016 7:57:00 PM

Commenter: Brian Hogg

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: *MBTL-SEPA-DEIS-0003049*

Received: 6/13/2016 5:04:15 PM

Commenter: Michael Hohman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs.

Submission Number: *MBTL-SEPA-DEIS-0001683*

Received: 5/31/2016 6:42:55 PM

Commenter: Bruce Hoiland

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0002532*

Received: 6/11/2016 6:19:06 PM

Commenter: Mary Holder

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

We strongly recommend the “no action” alternative in the Millennium Draft Environmental Impact Statement (DEIS). Even though the DEIS seems to go out of its way to downplay adverse impacts of the proposed project, the DEIS finds significant and unavoidable adverse impacts in nine resource areas, including greenhouse gas (GHG) emissions. Based on vessel and rail emissions alone the project would be one of Washington State’s largest emitters of GHG. CO₂e from not only transporting but also burning coal, contribute to climate change. Here in Skagit County, we are already feeling the impacts of GHG emissions and climate change on crops, water supply and forests as the climate warms, snowpack is increasingly inadequate, and drier weather causes more frequent and hotter wildfires. Ocean acidification resulting from higher CO₂ levels is a crisis in the Salish Sea, threatening shellfish, oysters and fisheries. Time is running out. Climate change is accelerating; the Arctic is melting; drought and wildfires are consuming forests, farms and other landscapes and large storm systems and floods are increasing worldwide. Washington State must live up to its reputation as a national leader in combating climate change and protect current and future generations of its citizens from the unavoidable adverse impacts of GHG emissions. The Draft EIS reveals many serious impacts to human health and the environment. Coal train traffic would lead to increased diesel exhaust and coal dust pollution in communities along the rail line, threatening public health. They would also cause more traffic congestion and safety hazards, with ambulances and fire engines being trapped at rail crossings behind mile-long trains separating them from emergencies. The Final EIS should incorporate the best available science, real world examples, and a comprehensive Health Impact Assessment (HIA). The agencies would turn their backs on public, tribal, and agency input by failing to complete a HIA before releasing either a revised DEIS or a Final EIS. The DEIS inappropriately finds that mitigation can reduce coal dust, rail traffic, rail noise, and other project impacts. For example, to mitigate coal dust from the project’s terminal, the draft EIS proposes a reporting process for coal dust complaints. A phone call or email to complain about coal dust fouling a person's lungs, home or the Columbia River is not "mitigation." For noise impacts from trains, the DEIS proposes “quiet zones” for which local taxpayers would have to bear the cost. The public in communities along the rail line is not seeking these permits, and significant public expenditures is in no way mitigation by the applicant. The agencies must revise the draft EIS and consider impacts in light of a removal of all inadequate, unsupported and unenforceable mitigation. With the recent bankruptcy of Arch Coal and its giving up its share of the project to Lighthouse Resources, the financial soundness of this project is highly uncertain, at best. “Arch Coal Backs Out of Longview Export Terminal.” Clark Williams-Derry, Sightline Institute. May 16, 2016.

<http://www.sightline.org/2016/05/27/arch-coal-backs-out-of-longview-export-terminal/>. The questionable financial status of proponents and the fact that coal production and use, and coal markets themselves, are in decline nationally and internationally should be recognized as strong warnings to the permitting agencies that conditions and mitigation measures in permits likely would never be met by applicant. This would result in acute and chronic violations, abandoned coal piles in Longview and significant environmental damage throughout the state. For all of the above reasons, the proposed project would be bad business for Washington State and its citizens. Mary Ruth and Phillip Holder Mount Vernon, WA

Submission Number: *MBTL-SEPA-DEIS-0000744*

Received: 5/23/2016 1:52:03 PM

Commenter: Allen Hollett

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Surely it should be agreed that the Project Management has reached out to meet all the reasonable requests that have been brought forward by competent experts. Our state, and this particular area, needs the well paying jobs and resulting tax revenues that will be generated by this project. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002761*

Received: 6/13/2016 2:13:30 PM

Commenter: John Holloway

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0003002*

Received: 6/13/2016 4:29:34 PM

Commenter: John Holloway

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate \$70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: MBTL-SEPA-DEIS-0001398

Received: 5/26/2016 7:45:06 PM

Commenter: Dan Holman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: *TRANS-PASCO-M2-00024*

Received: 6/2/2016 12:00:00 AM

Commenter: Cat Holmes

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. Thank you for this opportunity to give public comment this evening. My name is Cat Holmes, and I'm a resident of Kent, Washington, and I'm asking for the no-action alternative, and I ask you to require a full health impact assessment for this project.

The coal dust particles released from the railcars during loading and transit can have very significant impacts which are not thoroughly explored in this DEIS.

Studies done by BNSF itself have shown that each railcar can release up to 500 pounds of coal dust, a number that really adds up when there's more than 100 cars long and eight coal trains will pass through Pasco every single day. This much dust blowing off of trains leads to impaired water and air quality, (inaudible), and increasing asthma and cancer rates that affects the people living, working, and going to school within the effected area of coal dust pollution. Up to ten miles away from the railroad tracks must be studied and taken into consideration with this project.

I have a list of schools that are within one mile of the rail lines that the coal trains will go along.

In Franklin County, (inaudible) Middle School, Lake View Mobile Home Park, which is a residential area, Columbia Basin College, JC's (inaudible) and Grocery.

In Benton County, Chief Joseph Middle School, Richland High School, Hanford High School, Washington State University, Kamiakin High School, Columbia Center, and residential areas.

Coal dust can also have a very harmful effect of the railroad tracks themselves. The U.S. Department of Transportation has classified coal dust as a pernicious ballast falling which means -- please consider the no-action alternative.

Submission Number: *MBTL-SEPA-DEIS-000098*

Received: 5/5/2016 9:36:02 PM

Commenter: Karinsa Holmes-Solo

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Please reach out with any questions. Sincerely, Karinsa Holmes-Solo karinsa.holmes-solo@asapbiz.com 98632

Submission Number: TRANS-SPOKANE-Q1-00001

Received: 5/26/2016 12:00:00 AM

Commenter: Gunnar Holmquist

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm Dr. Gunnar Holmquist, M.D. I've been a primary care physician for 35 years and I'd like to speak to the medical risks of coal and crude oil transport through Spokane.

Six days ago in India, the temperature outside of New Delhi was 124 degrees. That's a record for their history. The hottest temperature ever recorded on earth is 134 degrees. There were over 1,000 deaths and several crop failures scattered across northern India. This is springtime.

Last year in the United States alone, there were 6,000 hot temperature records. It was in the 80s on the east coast in December and 50 degrees above normal temperature on the north pole.

We had our worst fire season in Washington State ever. Over 1,000 square miles were torched. Winthrop and Twisp economies were wiped out. Every month over the last twelve months has been a record-setting month for hot temperatures. 2015 was the hottest year on record and all indications point to 2016 being hotter. So climate change is an undeniable fact. There's no debate about this. It's real and it's affecting Spokane and Washington State.

Last summer, we had black skies at midday from catastrophic fires, several weeks over 100 degrees every day. It was apocalyptic and this summer NOAA predicts that temperatures will be worse.

The carbon transported through Spokane via rail in coal and crude oil is the primary major cause of elevated temperatures worldwide. We have burned carbon for 100,000 years in the form of fire. And now it's petrochemicals and it's worked great for us. It's accelerated our technologies and just worked out terrifically well until the last 40 years.

It's been obvious that there are problems. If you look back on the data, it's clear, really since the industrial revolution, worldwide temperatures and carbon -- excuse me, carbon dioxide concentrations have been on the rise.

So climate change is a fact. What can we do about it? That carbon burned affects every living creature on earth, certainly every human on earth. It doesn't matter where you burn it. The coal and crude oil that's coming through Spokane is going to be burned in Asia, mostly in China.

That burned carbon is the problem, and we can fix this. We have the smarts to do it. We've always gotten out of tough spots. We can get out of this one, but we have to be motivated to change and change is slow.

One of the reasons why is there's a lot of information. So for decades, the tobacco industry lied to us about tobacco, said it was completely safe, wouldn't hurt anybody, didn't cause cancer. And they had the data and they knew, but they lied about it.

It's the same with the coal, oil, and gas companies. They have been lying to us that there's no risk in burning carbon. And Exxon has freely admitted this, that they hired fake scientists and paid them for bogus scientific statements. And all that Exxon has admitted is true.

So despite them admitting they're lying to us and have been for 40 years about the serious risks of continuing to burn

carbon fuels, you go to their shareholders and they state, as Exxon did just a few weeks ago, We plan on burning every pound and ounce -- every gallon of coal or oil reserves that we have. They want to burn it all. So even though catastrophe is the future, their plan is to burn it anyway for short-term profits.

That's why it's been slow for change to occur. But not for the Department of Defense. They've said, for the last five years, that the most serious risk to national security is not the Middle East. It's not Russia. It's not North Korea. It's not even war, directly -- the kind of wars we are used to. It's climate change.

Because they know the unimaginable scale of war that's coming when tens and millions of people are displaced from their homes where their economies are destroyed, their crops failed year after year from continued increased temperatures. And that's why they say every year to Congress, The greatest national security risk is climate change.

They are also the largest institutional adopter of alternative energy. So as a single body, the Department of Defense is putting in solar and wind wherever they can. They know what the future is. They know we have to do this. They're smart. They don't get involved in the debate, but they know what they can do themselves. They're not going to increase the risk of mega-wars in the future -- what they describe when a whole geographic area is displaced.

For example, the current predictions are in 30 years, all of North Africa, the Middle East, Southern Turkey, and even India will be uninhabitable. Temperatures in the 90s at night and in the 110s and 120s during the day, just like it was in northern India six days ago, 124 degrees.

There are several hundred million people that live in that area. They're not going to just say, Okay. Gee, I guess we lost out. They're going to move and there will be conflicts that result from that migration.

Consider that the war in Syria is due to climate change. Their economy was destroyed by climate and the wars and the migrations that have happened are because of that fact. And the world can't even manage two million Syrian migrants. What are we going to do with 600 million that don't have a place to live?

So that's the overall scope that we're dealing with. This is a critical issue. There's nothing like it we've ever faced before.

Let me address the immediate health effects of our city. So carbon black and diesel fuels are known carcinogens. That means they cause lung cancer. Coal dust exacerbates asthma. It increases childhood respiratory infections. It dramatically exacerbates adult chronic respiratory -- chronic lung disease. That's the effect of coal dust spilling off the train cars.

If there was a spill of these petrol fuels, a major spill would contaminate one of the most pure aquifers in the world. That's our Spokane Rathdrum aquifer. If there was an explosive fire, a crude oil tank exploding like in Quebec three years ago, that's catastrophic. There isn't any plan to mitigate that. You don't control those kinds of fires. You evacuate the city and you hope it doesn't burn. You hope that your city doesn't burn down.

And you talk to fire departments and EMTs that design these disaster plans. They don't have a disaster plan for an explosive fire of crude oil. There isn't one. You run. You evacuate. And the Quebec fire three years ago was a great example. It was terrifying. It took a long time for those fires to burn out. That's what you wait for, is for them to self-extinguish.

We had a windstorm and it was a big deal, trees down all over. It just happened that we were fortunate that that occurred during a cool month. If that had happened during a hot month, much of our city would have been incinerated. That windstorm was a record windstorm. We had never seen wind like that before.

This, again, is climate change. That's a direct health risk to our citizens living right here, the tree falling on your house or the tree falling on the power line, burning your neighborhood down.

Just as Fort McMurray in Alberta now, in Canada, 100,000 people evacuated, their city incinerated. I've lost count of

Holmquist, Gunnar (TRANS-SPOKANE-Q1-00001)
the hundreds and thousands of square
combination of wind and fire.

have been burned now during spring weather because they got a bad

So it's really a matter of time before those kinds of things are commonplace. This summer will be worse than last summer and it will be in our face so that we can see we have to address this now. We can't just be complicit with this carbon passing through our city day and night every day of the year and do nothing about it.

Those immediate health risks in a clinical perspective as a physician, I can attest to those as factual. I'd also like to speak briefly on the moral implications of what is going on. The coal, oil, and gas companies that have been making tens of billions of dollars of profit year, after decade, after decade and lying to the world public that this is safe, that we can do this forever at no risk, if you think about what they're doing -- I don't want to be dramatic here, but there's no better word. They are arsonists. They are burning our planet.

And when our cities start literally to burn like Winthrop did last summer, when a major city like Spokane starts to burn because those ashes from the forest fires actually reach our city and we can't put all the fires out, people will ask, Well, who caused this? And I don't think it's overstated to say that it's arson because it's intentional. The coal and oil companies intentionally are misleading the public that this is a safe thing to do.

That's what I have to say.

Submission Number: *MBTL-SEPA-DEIS-0002419*

Received: 6/9/2016 6:23:01 PM

Commenter: Jack Holmquist

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean \$70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Please reach out with any questions.

Submission Number: *MBTL-SEPA-DEIS-0000565*

Received: 5/19/2016 6:09:30 PM

Commenter: Sandra Holstein

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean \$70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0002983*

Received: 6/13/2016 3:55:40 PM

Commenter: Robert Holt

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000149*

Received: 5/9/2016 1:21:27 PM

Commenter: Bart Holthus

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: *MBTL-SEPA-DEIS-0001523*

Received: 5/31/2016 4:45:37 PM

Commenter: Bart Holthus

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: *MBTL-SEPA-DEIS-0002107*

Received: 6/7/2016 5:06:12 PM

Commenter: marla holthus

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough, now it is time to move forward with a fair process for permitting. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: *MBTL-SEPA-DEIS-0000549*

Received: 5/19/2016 5:55:38 PM

Commenter: William Holtman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0002406*

Received: 6/9/2016 6:15:25 PM

Commenter: Scott Honken

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: *MBTL-SEPA-DEIS-0002881*

Received: 6/13/2016 2:58:50 PM

Commenter: Maurice Hooks

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002882*

Received: 6/13/2016 2:58:50 PM

Commenter: Maurice Hooks

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000535*

Received: 5/19/2016 5:38:16 PM

Commenter: Mari Hooper

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0002047*

Received: 6/6/2016 7:32:57 PM

Commenter: Deborah Hopkins

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: Attachments

Submission Text

The impact of particulate matter released from the trains and their cargo will be significant from the standpoint of human health. As a voting resident of Washington I request that there be a Health Impact Study done for the increased train traffic with particular emphasis on the transport of this large amount of coal throughout the region. Despite an overall drop in WA states asthma rates over the last 7-8 year, Cowlitz county has consistently had higher than target rates in asthma hospitalization. This will not improve if this project is approved. 2010-2014 (Asthma Hospitalization Rate: 7.8-10, 5.96-7.78, # Of counties: 8/7) North East counties: Ferry, Stevens, Lincoln, Pend Orielle, Spokane Central counties: Yakima, Pierce, Benton, King, Chelan, Whatcom Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2009-2013 (Asthma Hospitalization Rate: 8.8-12.42, 6.68-8.8, # of counties: 8/7) North East counties: Ferry, Lincoln, Pend Orielle, Spokane, Stevens Central counties: Yakima, Pierce, Benton, King, Chelan, Whatcom Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2007-2011 (Asthma Hospitalization Rate: 9.11-13.85, 7.1-9.1 , # of counties: 8/8) North East counties: Stevens, Lincoln, Pend Orielle, Spokane, Ferry Central counties: Yakima, Pierce, Benton, Whatcom, Grant, Adams, Franklin Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2006-2010 (Asthma Hospitalization Rate: 8.9-14.2, 7.26-8.94, # of Counties 8/8) North East counties: Stevens, Lincoln, Spokane Central counties: Yakima, Pierce, Benton, Grant, Adams, Franklin, Klickitat Whatcom Coastal: Cowlitz, Clalam, Wahkiakum, Jefferson, Grays Harbor 2005-2009 (Hospitalization Rate: 9.6-14.75, 7.6-9.6, # of Counties 8/8) North East counties: Stevens, Lincoln, Spokane, Central counties: Yakima, Adams, Klickitat, King, Pierce, Benton, Grant, Franklin, Whatcom Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2001-2005 (Asthma Hospitalization Rate: 9.56-12.56, 8.7-9.56, # of Counties 9/7) Eastern counties: Stevens, Lincoln, Spokane, Columbia Central counties: Yakima, Whatcom, King, Pierce, Grant, Adams, Franklin Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor, Jefferson

Air Quality and Asthma in WA state: What do we know?

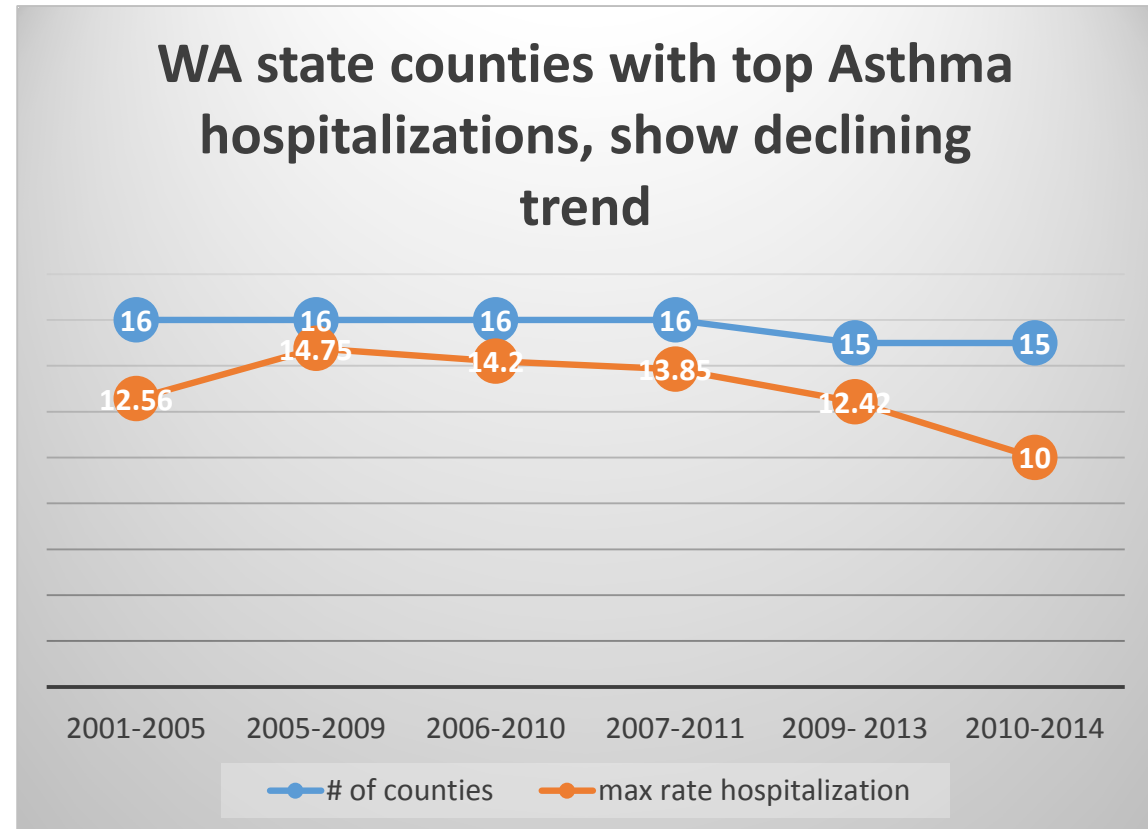
Deborah A. Hopkins

Candidate for Master of Arts in Policy Studies

May 2016

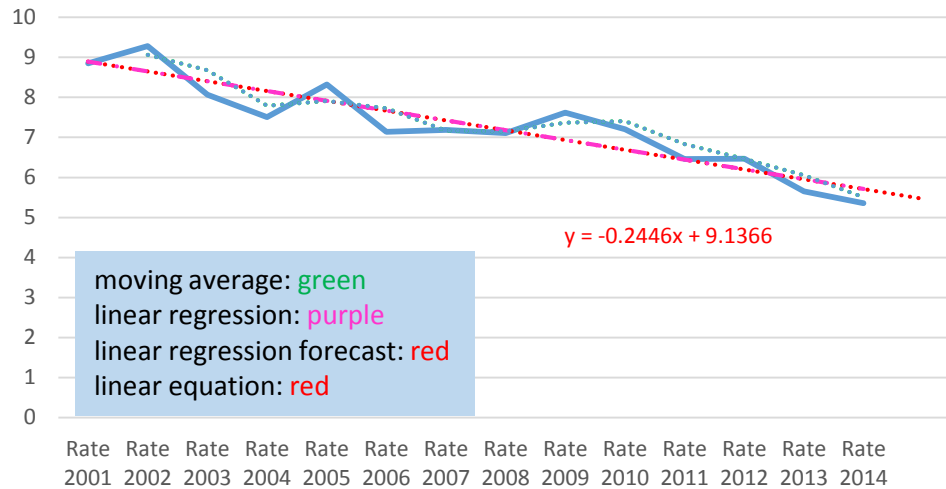
WA state shows a declining trend in Asthma Hospitalization rates

- The number of counties with highest rates of hospitalization (>8/10,000) has begun to decline
- The Maximum rate of hospitalization category (how high above >8/10,000) initially increased from 12.5 in early 2000s, reached a peak of 14.75 in mid to late 2000s and has now begun a steady decline to 10 in the first half of the 2010's
- Fewer counties have hi rates and the rates are shrinking

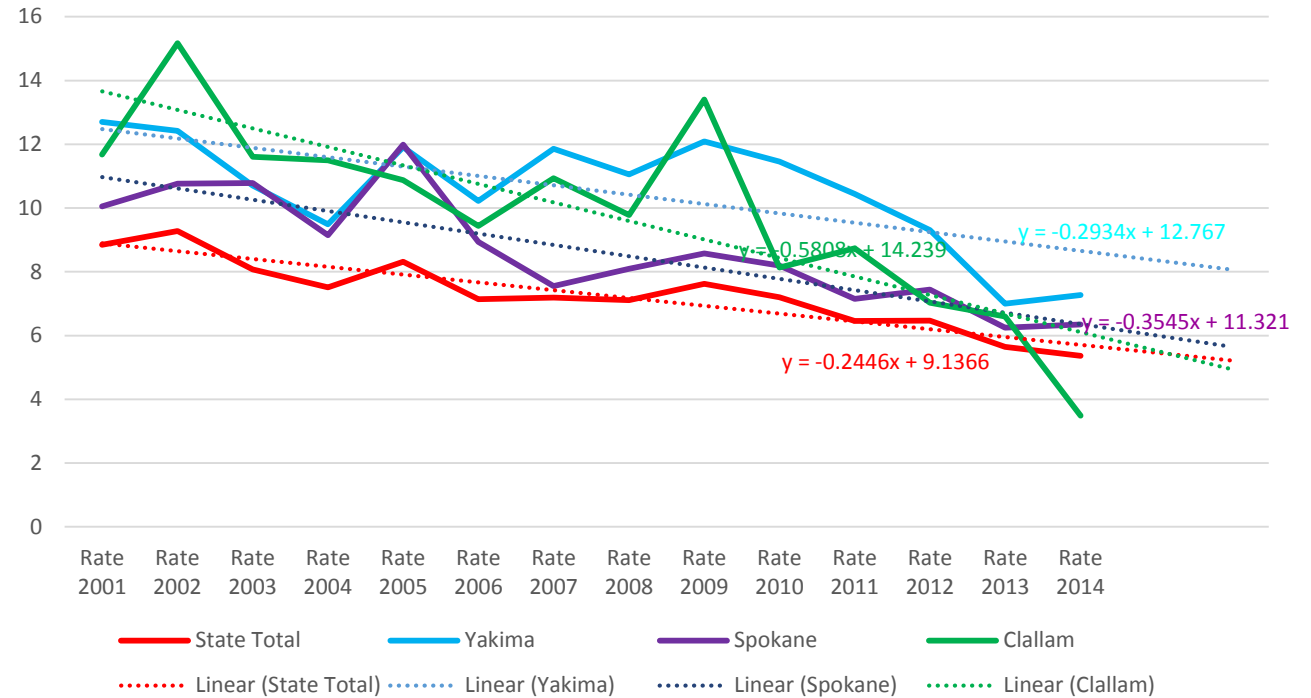


While WA state as a whole is improving, still need to address “at risk” counties

Asthma Hospitalization WA State Total



Asthma Hospitalization in Select High Rate Counties vs. State Total



- Where rates are higher than state
- Where negative trend is less well established
- Where values are “not reliable”
- Where data is missing/suppressed

What policy(s) could be responsible for this decline?

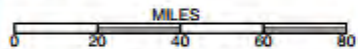
The benefits are clear, identify community specific cause(s) and compare cause(s) across counties....

- Awareness (training healthcare workers, educating patient communities)
- Monitoring of air quality (PM 2.5, ozone...)
- New asthma therapeutics on market
- Air Pollution Education programs for public (idle free zones)
- Education programs physicians (asthma management strategies)
- Reduced pesticide use
- ??

FEDERAL LANDS AND INDIAN RESERVATIONS



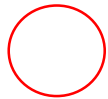
Some small sites are not shown, especially in urban areas.



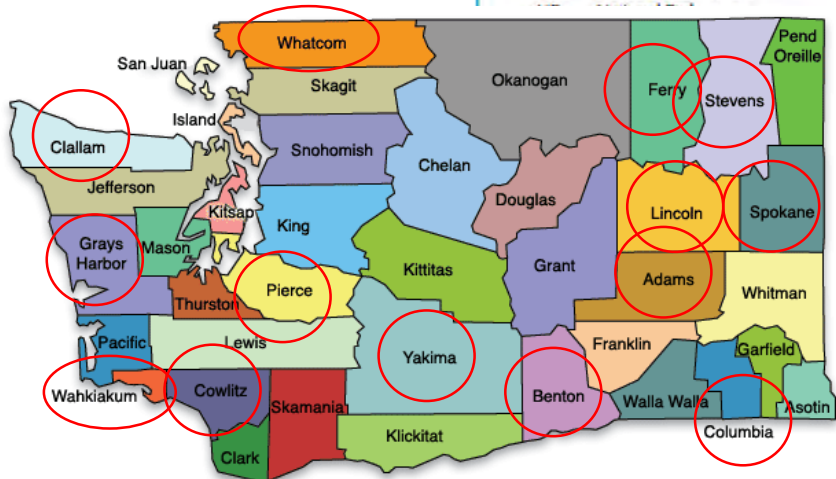
Albers equal area projection

Abbreviations

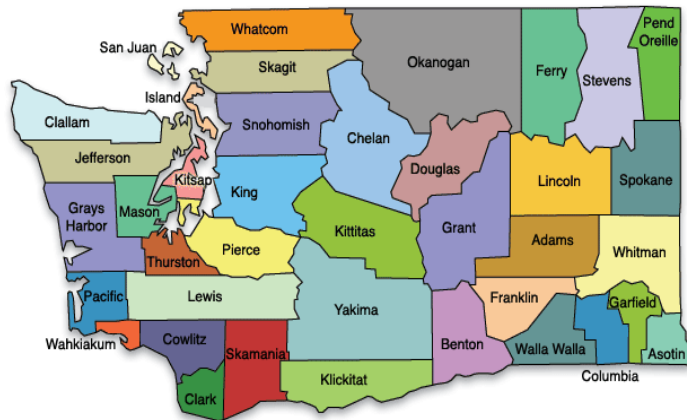
AFB	Air Force Base
IR	Indian Reservation
NAS	Naval Air Station
NF	National Forest
NHP	National Historic Park
NHR	National Historical Reserve
NM	National Monument



Red circle represents regions where asthma hospitalization rates were greater than 8 for more than half of the years recorded for that county (2001-2014)



WA state Asthma Hospitalization Rate by County in 5 year windows



2010-2014 (Asthma Hospitalization Rate: 7.8-10, 5.96-7.78, # Of counties: 8/7)

North East counties:

Ferry, Stevens, Lincoln, Pend Orielle, Spokane

Central counties:

Yakima, Pierce, Benton, King, Chelan, Whatcom

Coastal:

Cowlitz, Wahkiakum, Clalam, Grays Harbor

2009-2013 (Asthma Hospitalization Rate: 8.8-12.42, 6.68-8.8, # of counties: 8/7)

North East counties:

Ferry, Lincoln, Pend Orielle, Spokane, Stevens

Central counties:

Yakima, Pierce, Benton, King, Chelan, Whatcom

Coastal:

Cowlitz, Wahkiakum, Clalam, Grays Harbor

2007-2011 (Asthma Hospitalization Rate: 9.11-13.85, 7.1-9.1, # of counties: 8/8)

North East counties:

Stevens, Lincoln, Pend Orielle, Spokane, Ferry

Central counties:

Yakima, Pierce, Benton, Whatcom, Grant, Adams, Franklin

Coastal:

Cowlitz, Wahkiakum, Clalam, Grays Harbor

WA state Asthma Hospitalization Rate by County in 5 year windows



2006-2010 (Asthma Hospitalization Rate: 8.9-14.2, 7.26-8.94, # of Counties 8/8)

North East counties:

Stevens, Lincoln, Spokane

Central counties:

Yakima, Pierce, Benton, Grant, Adams, Franklin, Klickitat Whatcom

Coastal:

Cowlitz, Clalam, Wahkiakum, Jefferson, Grays Harbor

2005-2009 (Hospitalization Rate: 9.6-14.75, 7.6-9.6, # of Counties 8/8)

North East counties:

Stevens, Lincoln, Spokane,

Central counties:

Yakima, Adams, Klickitat, King, Pierce, Benton, Grant, Franklin, Whatcom

Coastal:

Cowlitz, Wahkiakum, Clalam, Grays Harbor

2001-2005 (Asthma Hospitalization Rate: 9.56-12.56, 8.7-9.56, # of Counties 9/7)

Eastern counties:

Stevens, Lincoln, Spokane, Columbia

Central counties:

Yakima, Whatcom, King, Pierce, Grant, Adams, Franklin

Coastal:

Cowlitz, Wahkiakum, Clalam, Grays Harbor, Jefferson

- The Tracking Network Nationally Consistent Data Measures define “asthma hospitalization” as resident hospitalizations for asthma which are coded to ICD-9-CM code 493.XX in the primary (first listed) discharge diagnosis field.
- Acute exacerbations of asthma (asthma attacks) most commonly present to hospital emergency departments (ED). Relatively few ED visits for asthma result in an inpatient hospital admission, and therefore asthma hospitalization data do not provide a complete picture of the burden of severe or unmanaged asthma cases among Washington residents. There is no statewide database of ED visits in Washington.

Standards

- The target for children and adults aged 5 to 64 is 8.7 hospitalizations per 10,000 (age-adjusted).
- The target for adults aged 65 years and older is 20.1 hospitalizations per 10,000 (age-adjusted).

Citation

- Washington Tracking Network, Washington State Department of Health. Web. "Asthma Hospitalizations: Age-Adjusted Rate per 10,000 (for specified age groupings)". Data obtained from the Center for Health Statistics. Washington Comprehensive Hospital Abstract Reporting System (CHARS). Published: 2014.

Submission Number: *MBTL-SEPA-DEIS-0002178*

Received: 6/7/2016 6:59:23 PM

Commenter: Colleen Hoppert

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000547*

Received: 5/19/2016 5:54:02 PM

Commenter: Thomas Horn

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: MBTL-SEPA-DEIS-0002086

Received: 6/7/2016 4:50:52 PM

Commenter: John Horsley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: *TRANS-LV-Q1-00010*

Received: 5/24/2016 12:00:00 AM

Commenter: Thomas Horsley

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Thomas Horsley. I'm from Castle Rock, Washington. I'm for it. So I had three cousins that worked in the coal mines in Decker, Montana, and they all retired from there without any health effects and some of their kids are working there. I grew up 15 miles or so from Decker, Montana, so I could never see any bad effect, okay, from it, and I think we need the jobs. I've got a grandson that lives here, and he's unable to find a really good job. Back there in Wyoming, working in the coal -- the Decker coal mine was considered a very good job and it was a clean job. I would like to see them proceed. They shouldn't have to bankrupt every company that puts in a permit that tries to build something here.

My name is Larry Horst. I reside in Kelso.

The saying "don't bite the hand that feeds you" comes to mind when I consider the Millennium Terminal surrounding the most vital business in Cowlitz County, BPA. This company provides the public power we all depend upon.... ironically even Millennium. I worked for BPA for 30 years, retiring as the Electrical Maintenance Supervisor (Electrical Foreman III) at the Longview Substation.

BPA's highly intricate and extensive equipment would directly adjoin the terminal. In my opinion, it defies logic to think that NONE of the openly stored 44 million metric tons of conductive coal dust will ever be carried by prevailing westerly winds causing a loss of power, equipment, fire, explosion or injury to employees. This indispensable public service should be allowed to operate unencumbered by Millennium.

While dust is a major issue, so too is access. The mile and a half long coal trains blocking BPA's only access every 1½ hours, 24/7, is a safety and logistic nightmare. Millennium's mitigation for this blocked access is a 2½ mile detour around the coal terminal plus opening a minimum of two security gates. This additional travel time creates a delayed response to an emergency, and in the event of an accident or heat attack, this could result in the unacceptable difference of life or death. **MinuTes maTTeR!**

I request the final EIS address our communities' priorities concerning these two companies. Millennium provides a product foreign countries use, whereas BPA provides a product that 100% of Cowlitz County residents and businesses need and use.

I therefore support the No Action Alternative.

Thank you,



Larry Horst
1020 Kool Road
Kelso, WA 98626

Submission Number: *TRANS-LV-M1-00021*

Received: 5/24/2016 12:00:00 AM

Commenter: Linda and Larry Horst

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Linda Horst. I will be reading comments by Larry Horst. We live in Kelso. The saying "Don't bite the hand that feeds you" comes to mind when I consider the Millennium Terminal surrounding the most vital business in Cowlitz County, BPA. This company provides a kind of power we all depend on, ironically even Millennium. I worked for BPA for 30 years, retiring as the electrical maintenance supervisor at the Longview Substation. BPA's highly intricate and extensive equipment would directly adjoin the terminal. In my opinion it defies logic to think that none of the openly-stored million metric tons of coal dust will ever be carried by prevailing winds causing loss of power, equipment, fire, explosion, or injury to employees. This indispensable public service should be allowed to operate unencumbered by Millennium. While dust is a major issue so too is access. The mile-and-a-half long trains blocking BPA's only access every one and a half hours 24-7 is a safety and logistic nightmare. Millennium's mitigation for this blocked access is a two and a half mile detour around the coal terminal, plus opening a minimum of two security gates. This additional travel time creates a delayed response to an emergency, and in the event of an accident or heart attack, this could result in an unacceptable difference of life or death. Minutes matter. I request the final EIS address our community's priorities concerning these two companies. Millennium provides a product foreign countries use, whereas BPA provides a product 100 percent of Cowlitz County residents and businesses need and use. I therefore support the no action alternative. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000449*

Received: 5/17/2016 7:11:19 PM

Commenter: Milton Horst

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: *MBTL-SEPA-DEIS-0000308*

Received: 5/10/2016 7:58:26 PM

Commenter: Joel Houston

Organization:

State: South Carolina

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal terminal projects are irresponsible exporting of greenhouse gases for which this country will become liable in future years. To prevent the county, state, and federal government from being penalized in world courts in future, this application must be rejected before anyone wastes any more precious resources on it.

Submission Number: *MBTL-SEPA-DEIS-0002649*

Received: 6/13/2016 12:16:44 PM

Commenter: Robert Houtz

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002826*

Received: 6/13/2016 2:38:43 PM

Commenter: David Hovde

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000832*

Received: 5/24/2016 12:24:32 PM

Commenter: Celeste Howard

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I oppose the Millennium Bulk Terminal proposal for the following reasons: 1. Danger to the communities through which trains carrying coal must pass. Derailment is common, fires are not uncommon. Coal dust escapes from open rail cars and is carried in the air over these communities; coal dust contains known carcinogens and heightens the potentiality for asthma and many other health-related consequences. 2. Coal dust left by the passage of coal-carrying trains pollutes the ground, the groundwater, and the streams close to the tracks. This pollution is especially serious for the Columbia River and its tributaries. 3. There is no way to mitigate these dangers due to coal dust. Any promise of mitigation is bound to prove false. 4. Increased traffic from additional trains required by the project interferes with local traffic at all rail crossings along the route and interferes with normal business as well as emergency transportation. 5. Such projects continue to support extraction and burning of fossil fuels. This human activity has already gone on far too long, and we can no longer plead ignorance of its disastrous effects on the environment, on plant and animal life, and on the future livability of the planet. We have a moral duty to stop such activity NOW.



MILLENNIUM Bulk Terminals - Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|---|---|---|
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input checked="" type="checkbox"/> Wetlands or Streams |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

I am very concerned with this project for a number of reasons. I am concerned about the serious amount of pollution that is emitted by the diesel trains that ^{transport} ship the coal from Wyoming or Montana as they travel across the N.W. As well as the diesel fuel pollution I am concerned about the constant spilling of coal dust along the tracks.

I don't believe that the shipping of 44 million
(additional space is provided on the back)

(comment continued)

metric tons of year to be burned in China and then blown on the trade winds back to the W.W.

While driving along Highway 14 on the Washington side of the Columbia Gorge I was accompanied by a speeding train that was rocking & rumbling just a few feet above the river. It is just a matter of time before one of those ~~to~~ loaded 125 car long trains plunge into the Columbia.

I am also concerned about the effect on train traffic moving through the cities along the route 1.3 mile long trains will give significant delay to emergency vehicles.

There is no amount of money that can make the effects of this burning ^{of} fossil fuel worth while in regards to global warming.

Chris Howard
734 University
Walla Walla, Wa 9936

Submission Number: *TRANS-PASCO-M2-00020*

Received: 6/2/2016 12:00:00 AM

Commenter: Chris Howard

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to speak. I'm Chris Howard from Walla Walla, Washington.

I'm very concerned with this project for a number of reasons. Mainly because it's a factor to the ongoing problem of global warming that I can't believe we're here even discussing it because it is a scientific fact.

By taking 44 million metric tons of coal every year and adding that to the -- it's going to go to Asia and be burned and put into the atmosphere. I can't believe that will be considered when we know that the glaciers -- look at Glacier National Park. I mean, it's going to have to be renamed before long. The same thing with the water in the Pacific. The water is rising because of the increased global warming, so I'm concerned about that.

I'm also concerned about some of the things already mentioned such as the traffic problem as these trains go all the way from Wyoming through Spokane and Pasco and all of these other cities. What about the emergency vehicles that have to try to get through the traffic stops with 1.3 mile-long trains? Have you ever -- we've all had to stop for a train before. I've never stopped for one that was 1.3 miles, I don't think.

I'm also concerned about the emissions that the trains will make from diesel fuel as they travel across the county, and that's going to be another pollution factor that we should be taking into consideration.

So I just want to say quickly, I was driving along Highway 14 in Washington on my way to the Longview area and happened to have a train right beside me on the highway, and it was just feet above the Columbia River. The way it was rumbling along, it could have gone in at any time. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001868*

Received: 6/2/2016 6:14:47 PM

Commenter: Jason Howard

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: *MBTL-SEPA-DEIS-0001540*

Received: 5/31/2016 4:57:07 PM

Commenter: Wilfred Howe

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: *TRANS-PASCO-M1-00078*

Received: 6/2/2016 12:00:00 AM

Commenter: Gary Howell

Organization: Pasco Safety Committee, BNSF

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Gary Howell (phonetic). I was a member of the military here in the United States for 14 years. I was a sergeant. I've been in Desert Storm. I would like you to know I'm now a member of the BNSF. I have been a freight conductor for 20 years with the BNSF.

I'm also the chairman on the legislative board for BNSF for my union and also the chairman of the Pasco Safety Committee. I run these trains up and down the tracks. I have my window open. I have my desk with my paperwork up on top. No coal dust comes through that window on me.

Numerous trains pass me, nothing. We're not affected. We have a coal spray facility near Pasco that we built to prevent this. I hear the opposition talk about the coal that's piling up along the rail and the BNSF is going out there and vacuuming up. If they did have to do that, they would have to call me up and have me and my crew do that. That's not happening.

I represent 2,289 employees. Out of Pasco I have 34 members who are laid off for lack of jobs because these trains have been slowed down.

I also would like to tell you about the track maintenance. We have track inspectors who run the track behind us every day up and down the track for heat testing and other items. So that's not true.

First responder, we are the first responder on the scene in case of injuries. And if a train is going to delay, they said, crossings for 20 minutes, think about how slow that train is going through that crossing. Think about how fast we're going. We wouldn't be delaying cars for 20 minutes.

I see the opposition bringing up young kids. I can bring those same kids and tell you about jobs.

Thank you.

Submission Number: *MBTL-SEPA-DEIS-0003149*

Received: 6/13/2016 6:05:27 PM

Commenter: Thomas Howell

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington is down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied and get on with it already. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop. Sincerely, Thomas W. Howell
chopogordo@msn.com 98665

Submission Number: *MBTL-SEPA-DEIS-0003435*

Received: 6/14/2016 7:56:52 AM

Commenter: Dave Hoyt

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I very much believe in having a well planned, environmentally safe facility available to export coal to overseas markets. From a Wyoming point of view there is a huge economic impact at stake as coal mining is a major player to the well being to our state. When coal miners lose their family supporting jobs and mines shut down the collateral damage is enormous and this is happening big time. In spite of popular belief from environmentalists and vote getters this country needs an economy. People need jobs, they want to support their families and be good tax paying citizens that stay entrenched in communities that are part of this wonderful state. Wyoming is an energy producer and we do things right and the economy of other states and communities can have an economic boost and enhanced tax base from such an export facility proposed at Longview. Lets not be blind and close minded. Coal is safer and cleaner than ever and there is new technology being worked on constantly to clean it up even further. The EPA has a full Nelson on the industry and keeps changing the standards to make compliance nearly impossible. Also the propaganda coal has received is unprecedented it has received a bad rap and it is time to change that thinking and realize the economy is extremely important to the states involved and this nation.

Submission Number: *MBTL-SEPA-DEIS-0002217*

Received: 6/7/2016 7:30:35 PM

Commenter: Charles Hubbard

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

thank you for allowing the public to weigh in on such an important issue. we definitely should NOT be building, maintaining, or supporting any infrastructure that is specifically or exclusively used for fossil fuel extraction, transport, or refinement. if this project is near the ocean i would encourage you to consider supporting the development of renewable technologies such offshore wind farms, or generating electricity from the motion of ocean waves. investment in this type of technology would provide jobs for families now without ruining salmon habitat locally, or contributing to climate change globally. please do what is in the best interest of future generations and don't sell out or current and future environmental quality for the short term economic gains associated with continued support of the fossil fuel industry. using taxpayer money to subsidize our societies suicide by environmental degradation is fiscally irresponsible at best, and intentionally misleading and corrupt at worst.

June 6, 2016

Delivered via comment portal:

<https://public.commentworks.com/cwx/mbtldeiscommentform/>

To: SEPA Co-Lead Agencies:
Cowlitz County Department of Building and Planning
Washington State Department of Ecology

RE: Comments on Draft EIS for proposed Millennium Bulk Terminals coal export terminal at Longview, Washington

Dear SEPA Co-Lead Agencies:

Thank you for this opportunity to submit comments on the draft Environmental Impact Statement (EIS) for the proposed Millennium Bulk Terminals coal export terminal (MBT project).

I am a resident of the San Juan Islands, concerned about preserving and protecting my beautiful home from the potentially harmful effects from this proposed coal export terminal.

Even though we are nearly 300 miles away (as the orca swims) from the proposed terminal's site, our islands and their residents face direct, indirect and induced damage to the health of our environment due to the project's increased shipping traffic, with its accompanying underwater noise, air and water pollution, increased risk of a fuel/cargo spill and potential impacts to federally listed threatened and endangered fish, wildlife and marine mammals under the US Endangered Species Act.

**THE MILLENNIUM BULK TERMINALS COAL EXPORT TERMINAL
THREATENS THE ECONOMY OF THE SAN JUAN ISLANDS**

People come to the San Juan Islands from all over the world to enjoy the natural environment and to see birds and marine life. The San Juan

Islands' economy is inseparably linked to the beauty of our environment and the health of our marine ecosystems. Many islanders depend upon a healthy and sustainable salmon fishery and Orca population. Tourism is the primary economy in San Juan County and our resident Orca whales are the prime driver of that economy.

San Juan County's current economic bread and butter are visitors, retirees, and part-time residents who have vacation homes in the islands. With a boost from the designations of "#1 Island in the U.S." by Trip Advisor, " #2 in the New York Times' Best Places to Visit," "#3 on Lonely Planet's 'Top 10 Destinations for 2013'", and National Monument status, the San Juan Islands are now a major tourist destination. San Juan County's visitors and part-time residents provide significant state and local tax revenues. ¹ In 2012, more than 700,000 people visited our islands and spent nearly \$158 million.² In the same year, 1,850 jobs here were directly related to the travel industry.³ During August 2015, the peak travel month, the total number of non-agricultural jobs — direct (due to tourism), indirect and induced — in San Juan County was 6,550.⁴

UPPER COLUMBIA RIVER AND SNAKE RIVER CHINOOK SALMON ARE ESSENTIAL FOR THE SURVIVAL OF SAN JUAN COUNTY'S ORCA WHALES

The Southern Resident Killer Whales (SRKW), also known as the orca whale, is San Juan County's icon. As noted above, our tourism-driven economy is dependent on these charismatic marine mammals. The birth rate of the SRKWs is strongly correlated with the abundance of Chinook salmon. New information shows that abundant runs of Columbia and Snake River Chinook salmon are important to the long-term survival of the SRKW.⁵

Since the Southern Resident Killer Whale was listed as Endangered under

¹ San Juan County collected \$884,314 and the Town of Friday Harbor collected \$298,830 in lodging taxes in 2012. Treasurer, Town of Friday Harbor; San Juan County Treasurer's Office.

² San Juan Islands Visitors Bureau, <http://www.visitsanjuans.com>

³ Dean Runyan Associates "Washington State Travel Impacts and Visitor Volume, 2002-2012."

⁴ Washington State Employment Security Department, Labor Area Summaries, <https://fortress.wa.gov/esd/employmentdata/reports-publications/regional-reports/labor-area-summaries>.

⁵ https://www.nwfsc.noaa.gov/research/divisions/cb/ecosystem/marinemammal/satellite_tagging/index.cfm

the Endangered Species Act in 2005, the National Oceanic and Atmospheric Administration (NOAA) has funded studies of SRKWs to better understand how they can be protected. A key part of this effort is defining Critical Habitats that are essential for their traveling, foraging, resting, and reproduction. It is well established that SRKWs spend much of the summer near the San Juan and Canadian Gulf Islands, but winter sightings had been rare until a satellite-tracking device was attached to individual whales in K and L pods. This NOAA-funded project has tracked the winter travels (from 2012 to present) of both the K and L pods of Southern Resident Killer Whales along the outer coast from the Strait of San Juan de Fuca to Northern California, spending much of their time around the mouth of the Columbia River. Because Chinook salmon is the preferred food of the SRKW, they were likely feasting on upper Columbia and Snake River Chinook salmon that were transiting these waters at the time.

Juvenile Chinook salmon use the lower Columbia River for migration and sustenance. Adult salmon must migrate along the Columbia River past the site of the proposed coal terminal. Impacts associated with the proposed terminal – its construction and its operations – including fuel spills from vessels visiting the terminal, are potential threats to maintaining Chinook salmon runs adequate to sustain the Southern Resident Killer Whale population. Therefore, I request that the final EIS for the proposed MBT project include a study of impacts to our San Juan County economy based on the impacts to the SRKW based on the project's direct impacts to this key salmon population.

Please address the following impacts in the final EIS for the MBT project:

Based on the adverse impacts outlined in the Draft EIS for the MBT project, including the adverse impacts from the increased risk of oil spills, to endangered Columbia Chinook salmon, an essential food for the Orca, in the Columbia River...

- What is the economic threat from the loss of Orca to the economy of San Juan County in Washington State?
- What would be the loss of property values in San Juan County and what

would be the loss of tourism and real estate sales from depleted fish and wildlife populations such as Orca in the event of a major oil spill in the Columbia River?

In analyzing each and all of the above impacts, what would a “worst case scenario” look like in the presence of each of the plausible, compounding factors or events, including but not limited to human errors, storms, earthquakes, tsunamis, and other planned/proposed projects that may contribute to increased cumulative impacts and chance of accidents? What would a “worst case scenario” look like for all the above plausible, compounding factors combined? What would be the estimated damages in dollars, overall and for San Juan County in particular, if such a “worst case” event were to happen? Will the MBT project have sufficient insurance coverage to insure against the “worst case” damages and economic losses?

Thank you for your consideration of these issues in the final EIS for the MBT project.

Sincerely,

A handwritten signature in black ink that reads "Shaun Hubbard". The signature is written in a cursive, flowing style.

Ms. Shaun Hubbard
PO Box 805
Friday Harbor WA 98250
shaunalice@comcast.net

Submission Number: *MBTL-SEPA-DEIS-0001825*

Received: 6/2/2016 5:39:56 PM

Commenter: Fred Huckfeldt

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: *TRANS-LV-Q1-00041*

Received: 5/24/2016 12:00:00 AM

Commenter: Glen Hudson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Glen Hudson. I have lived in coal and oil environments most of my life and am convinced from experience that these resources must be used as cleanly as possible. In other words, pay the expenses to keep them from polluting the environment and harming our health. For example, have everyone using them use the proper equipment, e.g., filter and scrubbers. I want coal and oil from the U.S. to be used here and not sent overseas where quality control is less and our raw materials may be used against us. We need to continue developing and using cleaner things like solar, wind, wave, geothermal, et cetera. We've seen people exploited as well as our land for a few people's profit while others suffer. We must do better. Longview, Washington is in a valley, and we do not need more pollution from diesel fumes. We already have enough from the mills. Likewise for rail traffic delaying other traffic, noise is too much already. Our fire departments are already busy enough as is our hospital and other emergency services. We don't want more tax increases to enlarge them to serve the coal and oil profiteers. We are already getting better industry into our area without causing more problems. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001705*

Received: 5/31/2016 7:06:56 PM

Commenter: John Huff

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let's keep our jobs local! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000015*

Received: 4/29/2016 8:38:14 PM

Commenter: Keath Huff

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Mitigation is key to this job creation project. The direct impacts to the environment and place can be and should be mitigated. Our economic future should not hinge on the "potential" or second/third hand impacts, particularly the consumption of coal in another country that will in fact use coal from wherever it can be supplied.

Submission Number: *MBTL-SEPA-DEIS-0002157*

Received: 6/7/2016 6:43:31 PM

Commenter: David Huggins

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! I'll look forward to updates.

Submission Number: *MBTL-SEPA-DEIS-0002947*

Received: 6/13/2016 3:26:36 PM

Commenter: Sean Hughes

Organization:

State: Texas

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: TRANS-LV-Q3-00016

Received: 5/24/2016 12:00:00 AM

Commenter: Susi Hulbert

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Susi Hulbert, S-U-S-I, H-U-L-B-E-R-T, Longview, Washington. And I am, what did it say, please voting for the no action. Actually, I don't want it here totally. It needs to be cleaned up. We need to have good, clean, not toxic land to attract somebody that has a good viable business.

For all the physical problems of coal, meaning mainly our health -- and actually the health of the environment, rivers, land, air. We just can't afford to get more problems. There are enough problems already. So coal, if you really read about coal you'll see, it is just not for us. And we wouldn't be making any money off of it. We would only be guinea pigs for maybe health studies and see how bad our health will get. So I am totally against it.

I am not against new jobs, but I think that if we have a cleaned-up area we could attract some business that wants that cleaned up area. That has been free for a long time, free meaning available, and nobody's wanted it. Because I think if I were a business I wouldn't want to have my business on top of a toxic landfill. And putting another business of bad toxic things on top of toxic land, does not -- you know, it's not like a map, two negatives make a positive. It doesn't work that way with the environment.

So I'm just so hoping -- we've been trying a long time, and I think a lot of people don't realize how important it is because we can't -- only in the mass of people can we fight against big money. And big money even impresses people with no money, unfortunately.

So we just have to -- I don't know, I think our -- the people that we trust to run the City, to run the things, none of them really care about the area. I think it's been bad for a long time. I've lived here since 1970, and I'm very disillusioned with people in power, where I would think they would be thinking for the other people and for the good, not for the money they can make but for the good of the area.

And so now I'm doing this and I'm working at trying to get people involved in cleaning up the air, keeping it clean. I don't understand why people even litter. I mean, I'm just totally for the environment because that's all we have to give to the future, from our children or our children's children or somebody's else's children if we don't have children.

So I sure hope that -- from what I've heard, I've only heard a little bit about the IEP (sic) as it's called, you know the statement, you know, it's not that it's a just a little nuisance kind of thing and that the coal isn't -- and I'm thinking, have they not looked into it? You know, I just don't understand.

So, it's like if somebody wanted to bring something toxic and go over my land all the time, I would say no. Even if they offered me a thousand dollars every time they came through. Because I can't clean the air with the thousand dollars they give me.

And I look at, this is the same. All these trains coming through a city, we have wind every evening. And it's going to be the same, it will be blowing into all the neighborhoods. And it's not just us.

But I've taught in this area where it's really bad, and I never realized it was so bad. And then when I looked into it more then I learned. But when I first started school, I knew that the poorer people lived there but I didn't realize how bad it really was. So, we need to do it now before we get worse.

And I also have no faith in the coal companies, because the big coal company just filed bankruptcy. So all they have to do is get as much as out of this as they can. And it's not going to be much because the whole world is switching away from fossil fuels. And then they'll just declare bankruptcy and we'll be stuck with land with a little bit more toxic land.

So, I guess that's more than you needed to hear.

Submission Number: *MBTL-SEPA-DEIS-0000724*

Received: 5/23/2016 1:19:18 PM

Commenter: Jeffrey Hulings

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: *MBTL-SEPA-DEIS-0001143*

Received: 5/25/2016 10:20:10 AM

Commenter: Noreen Hulteen

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I was raised in coal country in England. I suffer from scarred lungs. I never worked in the industry, and I left when I was 16 years old -- but, at 81 years of age, I still have dust motes in my eyes and limited breath intake as a result of 16 years of exposure to dust in the air. There is no way to transport, burn, or store coal without damaging the environment the workers, the water, and innocent people. Our local river was made toxic, and this seeped into the ground water, causing an epidemic of stomach cancer in the area. COAL KILLS. I am sure you claim the value of "Jobs." Yes dangerous jobs that will leave workers gasping their last breaths with Black Lung.

Submission Number: *MBTL-SEPA-DEIS-0000593*

Received: 5/19/2016 6:36:47 PM

Commenter: Shirley Humes

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0000627*

Received: 5/20/2016 1:09:44 PM

Commenter: Terrance Humes

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn't threaten trade or the jobs that depend on it. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001702*

Received: 5/31/2016 7:04:28 PM

Commenter: Ryan Hunnicutt

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Millennium Coal Export Terminal DEIS (MBT DEIS)

(Proposed for Longview, WA)

RECEIVED

MAY 20 2016

Hearing: 5/26/2016 1pm Spokane Convention Center

My name is David Hunt (615 W. 23rd, Spokane, WA. 99203)

I own homes in both Spokane and North Idaho.

I wish to offer the following comments on the MBT DEIS

A few general notes, followed by my specific comments / testimony and inclusions for the DEIS Hearing and body of knowledge:

My general comments & notes:

No one: not those proposing the Millennium Bulk Terminal, not BNSF or UP, not the Port of Longview, not the EFSEC, not the State of Washington has ANY right or (statistical percentage of a right) - to impose a hazard or potential for hazard - death, injury, or environmental destruction - upon other human beings. This may sound very simplistic, however, for the sake of profit - all of the statistics, calculations, and formulas in the MBT proposal and a DEIS / EIS are no more than a sophisticated attempt to rationalize that very thing - that, for the sake of profit, these parties want the right to impose safety, health, and environmental hazards upon others who live along the rail lines or near the proposed facility site.

The corporate capitalist model of the last century is neither democratic nor sustainable. And neither, for that matter is humankind's continuation of a fossil fuel based economy and lifestyle. We know that now. It is foolishness to sacrifice our health, safety, and environment for very short term profit that benefits a very limited few - and in consideration of the inevitable - the end of the coal industry.

As the coal economy is near-dead, as has been well evidenced, and as anyone who has been paying attention fully understands - It is long past time to "Leave It In The Ground."

My specific comments:

It would be an egregious error to consider the MBT proposal in isolation - i.e., without also including the potential for impacts, risks, and hazards from the (also currently proposed

and under (operation) Tesoro Savage Energy Distribution Terminal DEIS which has been proposed for the Port of Vancouver. Many concerns for one proposal are the same as for the other and a significant **compounding** of impacts, risks and hazards would most definitely occur if both proposals were to be permitted. The significance of this cannot be overstated and should not be overlooked.

The Draft EIS fails to incorporate a Health Impact Assessment (HIA). The failure to include an HIA (which is a critical component for decision making) is unacceptable and must be remedied prior to issuance of the Final EIS by including an HIA, with ample opportunity for public review and comment.

Even without an HIA, however, the DEIS confirms human health risks sufficiently to warrant the No Action alternative, and I encourage WA DOE and Cowlitz County to select the NO Action alternative in the Final EIS.

Coal Dust and Air Pollution Impacts from the proposed MBT and the associated transportation of coal to "feed" the facility warrant selection of a No Action alternative.

Diesel particulate matter was identified as the most likely contributor to cancer risk in Washington State.

In Longview, all rail traffic in the study area is projected to increase emissions for all air pollutants by about 11%,

Locomotive emissions in Cowlitz County are estimated to increase by about 6% overall with the proposed action. The largest emissions increase for a single pollutant would be for PM10, which would increase by approximately 15%.

Vessel emissions in Cowlitz County with the proposed action are estimated to increase by about 12%.

Cumulative vessel traffic in 2038 is projected to increase air emissions by about 24%.

Table 5.6-10. Estimated Maximum Annual Emissions *in Washington State* for Locomotive and Commercial Marine Vessels for the Proposed Action in Comparison with the 2011 Statewide Emissions Inventory:

Locomotives will emit 47 tons/year DPM (46 tons/year PM2.5 and 47 tons/year 10 DPM)

Marine vessels will emit 10 tons/year DPM (11tons/year PM 2.5 and 13 tons/year of PM 10)

Table 6-25. Estimated Maximum PM10 and PM2.5 Concentrations—BNSF Main Line in *Eastern Washington* will exceed the 24-hour PM10 and annual PM2.5 ambient air quality

Hot air from the rail line.

With respect to hazardous air pollutants, the 2005 EPA National-Scale Air Toxics Assessment was used by Ecology to estimate cancer risk (Washington State Department of Ecology 2011). Inhalation cancer risks were highest in the major population centers along the rail route (Vancouver and Spokane), with a cancer risk of up to 500 cancers per million. For the smaller communities (Kelso-Longview, Spokane, Yakima, and Pasco), cancer risks were up to 300 cancers per million.

Table 6-21 shows violations of the National Ambient Air Quality Standards (NAAQS) for particulate matter (PM_{2.5}) from coal dust in Cowlitz County.

"The estimated maximum monthly coal dust deposition along the BNSF main line in Cowlitz County would exceed the trigger level for certain residential receptors (Table 5.7-7)." Chap. 5 at 5.7-21.

"Residents who live along the main line could experience nuisance levels [of coal dust] which may visible soiling on window sills, outdoor furniture, and other property." Chap. 5 at 5.7-21.

"The average and maximum deposition of coal dust on the BNSF main line in Cowlitz County was estimated to be above the nuisance thresholds at 50 and 100 feet, and because no state or federal standards apply, this an unavoidable but not significant impact." Chap. 5 at 5.7-25.

Table 6-22. Estimated Average Maximum and Maximum Monthly Coal Dust Deposition—BNSF Main Line *in Cowlitz County* PM 2.5 and PM 10 are expected to exceed NAAQS.

Table 6-24. Estimated Average Maximum and Maximum Monthly Coal Dust Deposition—BNSF Main Line *in Columbia River Gorge* Average maximum and maximum monthly coal dust deposition for Columbia Gorge would be exceeded. Chap. 6 at 6-69.

Table 6-26. Estimated Average Maximum and Maximum Monthly Coal Dust Deposition—BNSF Main Line *in Eastern Washington*. The estimated average maximum monthly coal dust deposition is above the trigger level at 100 feet from the rail line.

Toxic constituents of coal include polycyclic aromatic hydrocarbons (PAHs) and trace metals, which are present in coal in variable amounts and combinations dependent on the type of coal.

The concentration of PAHs in Powder River Basin coal was not investigated.

Seventy percent of the Cowlitz County air toxic cancer risk is due to just three air toxics: PAHs, formaldehyde, and benzene. p. 694

Groundwater in the study area is confirmed to have benzene and petroleum/gasoline contamination above cleanup levels. 3.6-13

"Day-to-day rail operations could release contaminants to water resources immediately adjacent to the rail line, resulting in the potential for water quality impairment from increased rail transportation." Summary at S-24.

There is significant, unacceptable potential for hazards to water quality and fisheries from a failure or spill during loading of marine transport vessels.

Accidents:

There will be Unavoidable and Significant Adverse Environmental Impacts: "Proposed Action-related trains could increase the number of potential train accidents along in the rail routes in Cowlitz County and Washington State."

There will be Unavoidable and Significant Adverse Environmental Impacts: Without improvements to increase capacity, the Reynolds Lead; BNSF Spur; and three segments on the BNSF main line routes in Washington State (Idaho/Washington State Line-Spokane, Spokane-Pasco, and Pasco-Vancouver) are not projected to have the capacity to handle the projected baseline rail traffic and Proposed Action-related rail traffic in 2028.

The DEIS predicts over 11 additional rail-related accidents every year statewide, and an additional accident every year in Longview. When looked at in terms of cumulative risk including other proposed project, the DEIS predicts 19 coal train accidents per year.

Because of the health impacts that will be a direct result of the MBTL project, I respectfully request that the Final EIS include a Health Impact Assessment that addresses the following questions and includes a public comment process.

I. Health Impacts of Diesel Particulate Matter (DPM)

1. How much DPM and toxins will people be exposed at 50 feet, 100 ft, 200 ft, etc. up to 2 miles from the tracks when a train goes by? We request this data to be shown in an easy-to-understand format, including maps with "pollution contours" (isopleths).
2. How much DPM and toxins will result from the ships, including ships that are at anchor (staging), at the dock, and in transit?
3. What will the impact of temperature inversion weather conditions be on air pollutants?
4. How many people live within 50 ft, 100 ft, 200 ft, 500 ft, 1000 ft, 1 mile, and 2 miles along the transportation routes from the Powder River Basin and the Uinta Basin to Longview, from there to the mouth of the Columbia River, and from Longview to Pasco via Stampede Pass, including current and projected populations?

5. How many of the people living, going to school, or working within the distances above are children (including current and projected populations), and elderly? How many and whom have any form of pulmonary or cardiovascular disease?
6. How many increased asthma attacks, ER visits, and hospitalizations will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?
7. How many increased strokes will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?
8. How many increased myocardial infarctions (heart attacks) will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?
9. How many COPD exacerbations will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?
10. How much cancer will result, including current and projected populations? What is the economic cost? Who pays for the costs?
11. How much acrolein, acetaldehyde, formaldehyde, heavy metals (including but not limited to mercury, lead, and arsenic), 1,3-Butadiene, polycyclic aromatic hydrocarbons, or other toxins will be deposited cumulatively? This should be analyzed in a cumulative fashion, (i.e. additive) over the next 50 years (the operating life of the terminal).
12. What are the effects of chronic exposure of the above compounds on: Neonatal and childhood development? Neuro Developmental disorders? Blood and lymphatic systems? Respiratory system? Cardiovascular system? Reproduction? Cancer? What are the economic costs of these? Who pays the cost?
13. What is the cost of cleanup of the cumulative environmental contaminants? How effective is the cleanup? Who pays the cost?
14. Medical research comes forth at an intense pace. When new health impacts are inevitably identified or quantified, how can the public be assured that their health will be weighed in the balance of ongoing risks/benefits to MBTL operations?
15. How many people in Cowlitz County, in Longview and in the Highlands neighborhood have pediatric asthma, adult asthma, COPD, cardiovascular disease, diabetes, are under 18 or over 65 years of age, and/or live in poverty?

II. Health Impacts of Coal Dust

1. How much coal dust from the mining and transportation of coal can be expected along each section of the transportation corridors from the Powder River Basin and Uinta Basin to the proposed terminal and then to the mouth of the Columbia River
2. How much accumulation will result after 50 years of transport or the operating life of the terminal
3. How many children and adults can be expected to have increased risk of asthma and

4. How many coal train derailments can be expected along the rail corridor per year of operation of the proposed export terminal?
5. What will be the effect of contamination from coal dust and spills on farmland along the rail corridor?
6. What will be the effect of contamination from coal dust and spills on grazing animals used for human consumption?
7. What will be the effect of contamination from coal dust and spills on fresh water supplies for humans and animals?
8. What will be the effect of contamination from coal dust and spills on marine habitat for fish and other seafood?
9. What is the cost of cleanup of the cumulative environmental contaminants? How effective is the cleanup? Who pays the cost?
10. How many people can be expected to be affected by the increased exposure to mercury and other heavy metal contaminants of coal, such as by cancer, including current and projected populations?
11. Medical research comes forth at an intense pace. When new health impacts are inevitably identified or quantified, how can the public be assured that their health will be weighed in the balance of ongoing risks/benefits to MBTL operations?
12. What is the loss of coal dust from residual dust still on the cars on the return journey back to the Powder River Basin and the Uinta Basin (so called "carryback coal")? How much of the "carryback coal" is expect to be lost in Cowlitz County in particular? If coal dust is, as is claimed by the proponents of the project, a near mine issue, is the terminal itself considered similar to a near mine site, with the coal lost from loose residual coal matter still on the rail cars from which most of the coal has just been shaken loose and dumped at the terminal site?

III. Health Impacts of Noise Pollution

1. How loud are train engines? Squeaking wheels? Hornblasts? Federal regulations require that the horns sound at levels of 96 to 110 dBA measured at 100 feet for 15 to 20 seconds in advance of all public grade crossings. How loud are horn blasts at 50 feet, 100 ft, 200 ft, etc. up to 2 miles from the tracks? We request this data to be shown in an easy-to-understand format, including maps with "sound contours" (noise isopleths).
2. How much vibration does a coal train produce? How intense is this at 50 feet, 100 ft, 200 ft, etc. up to 2 miles from the tracks?
3. How many people live within 50 ft, 100 ft, 200 ft, 500 ft, 1000 ft, 1 mile, and 2 miles along the entire route from PRB to Longview and back to the PRB?
4. How much noise and/or vibration wakes an average person? A light sleeper?
5. How much noise or vibration distracts a working person? A concentrating student?

Along the entire route, how many at-grade crossings are there? How many horn blasts per crossing? How many horn blasts in total for a single train traveling from Montana to Longview? How many whistle blasts per day in all (x 16 trains)? How many of these are at night during sleeping hours (8 PM to 8 AM)?

7. For each train, including engine noise, vibration, screeching wheels, and whistle blasts, how many people will be awakened, based on current and projected populations? How many children? How many adults? How many elderly? All calculations must include projected populations as well, since the terminal has an operating span of 50 years.

8. How many times per night will a person be awakened, from noise or vibration, who lives various distances from the tracks (including distances: 50 ft, 100 ft, 250 ft, 500 ft, 1000 ft, 0.5 miles, 1 miles, and 2 miles) in all areas and communities along the route to and from the PRB, including but not limited to Helena, Missoula, Spokane, Pasco, Camas, Hood River, Portland and Longview?

9. How many awakenings per night, including all people along the entire route up to 2 miles away from tracks, including all trains, based on current and projected populations?

10. Considering the noise and vibration, multiple awakenings and resultant fatigue, how many people may potentially have increased blood pressure, or elevated stress hormones, including current and projected populations?

11. What is the total economic cost of increased blood pressure, elevated stress hormones? Who pays for the economic costs?

12. Considering the noise and vibration, multiple awakenings and resultant fatigue, how many arrhythmias, or heart attacks could potentially result from the increased noise, including current and projected populations? What is the total economic cost of the arrhythmias, or heart attacks? Who pays for the economic costs?

13. Considering the noise and vibration, multiple awakenings and resultant fatigue, how many strokes could potentially result from the increased noise, including current and projected populations? What is the total economic cost of the strokes? Who pays for the economic costs?

14. Considering the noise and vibration, multiple awakenings and resultant fatigue, how much increased mental disease may result from associated stress, including but not limited to: depression, mental instability, neurosis, hysteria, and psychosis, including current and projected populations? What is the potential economic cost of the increased mental disease? Who pays for the economic costs?

15. What is the potential impact of noise, vibration, multiple awakenings, and fatigue on childhood learning? On childhood test scores? What is the total economic cost of the learning impairment? Who pays for the economic costs?

16. What is the potential impact of noise, vibration, multiple awakenings, and fatigue on workplace performance? What is the total economic cost of the impaired workplace performance? Who pays for the economic costs?

17. How many increased traffic accidents may result from fatigue- associated sleep disturbance, including current and projected populations? What is the total economic cost of the accidents? Cost in terms of human morbidity? Who pays for the costs?

Impacts of Delays in Emergency Medical Services

1. How many rail crossings are there along potential rail corridors from the Powder River Basin and the Unita Basin to Longview and back to the Powder River Basin and Unita Basin? How many of these are at-grade crossings? Why did you only select 44 at-grade crossings in the state of Washington to review?
2. How many of these rail crossings are unprotected?
3. What are the costs to provide protective barriers at these crossings and who will bear these costs?
4. How often and for how long will each of these crossings be blocked by the increased rail traffic en route to MBTL? Delay should be calculated for each crossing to account for differences in local circumstances.
5. How many times daily do EMS vehicles, including police, fire and medic units, cross rail lines? Please note that an ambulance often needs to cross twice to get a patient to a hospital.
6. What will be the cumulative and per incident delay in access to these services caused by rail traffic en route to MBTL (including actual blockage of the crossing, as well as alleviation of resultant congestion)? Please again note that an ambulance often needs to cross twice to get a patient to a hospital.
7. How many people are affected at each crossing, based on current and projected population as shown in relevant planning documents?
8. What crossings and locations are most likely to result in significant delays at crossings?
9. How often are there alternative crossings? How much time is lost to route through alternate crossings, rather than the shortest route?
10. Is there any current established system to alert EMS vehicles of impending crossing closures?
11. How much would such a system cost and who would bear the cost of developing such systems?
12. How does backed up traffic at crossings and the dispersion of that traffic effect EMS response times throughout the entire state of Washington?
13. How often and to what severity will these delays in EMS response times lead to delays in care and to otherwise avoidable outcomes such as death or permanent disability?
14. What is the amount of healthcare cost attributable to patients receiving delayed EMS services as a result of increased rail traffic?
15. How will the project applicant mitigate these impacts (grade separation at crossings, construction of new hospitals, support for additional paramedics, medivac services, etc.?) What percent of the total cost will the project applicant pay for grade separation at crossings, etc.?)
16. How many rail crossing accidents, injuries, and deaths will be attributable to increased rail traffic en route to MBTL?

17. What is the anticipated cost of these accidents, including anticipated litigation and long term care costs?

18. How many coal train derailments would be anticipated to occur across the states of Washington and Oregon over the lifetime of the project?

19. Where are the likely sites of these derailments, and are any of these potentially dangerous or inadequately designed rail lines in major population densities?

V. Health Impacts to Drinking Water

1. Does the Wellhead Protection Program (WHPP area) for the City of Longview's Mint Farm Wellfield encompass the project area? Does the project lie within and above the 6-month WHPP Source area? The 1-year WHPP Source Area? The 5-Year WHPP Source area? The 10-year WHPP Source Area? Does water from those Source Areas flow beneath the project area en route to city wells?

2. What impact will pre-operation wicking and compression have on the movement of surface water? On the movement of legacy pollutants like benzene and arsenic? Can that ultimately impact the quality of groundwater?

2. What is the relationship of the unconfined aquifer to the deep aquifer depicted in the technical reports? What is the relationship to the drinking water source?

3. What is the tidal influence on the Columbia River at the project area and how will that affect movement of waterborne pollutants discharged at the project site?

4. What will be the influence of MBTL's heavy pumping of private wells during the dry season (for purposes of dust suppression) on City of Longview wells?

5. What contaminants and pollutants can be expected to flow into to the Columbia River as treated wastewater, untreated surface water or overflow from storms? Diesel pollution, toxic coal dust, fuel spills? Abestos, lead and arsenic from demolition projects ? Leaks and spills from associated barges, tugs, Panamax-class and Handymax-class vessels?

6. What is the transit time from the Columbia River to the deep aquifer that serves as the drinking water source for residents of Longview?

6. Who will pay if the drinking water source for the City of Longview is contaminated with pollutants as a result of this project and must be permanently replaced? What is the cost of temporary purchase or replacement of drinking water for residents?

7. Will you identify by name and location all domestic and municipal water systems that could be harmed with a derailment and spill of coal trains and/or coal vessel fire and fuel spill. How many people are served by those systems? Who will pay for monitoring and cleanup when and if other municipal drinking water sources are fouled in Washington? In Oregon? In Idaho? In Montana?

VI. Environmental Justice Impacts

1. What will be the cost to culture, tradition and food sources for First Nations if mercury accumulate in water (from blow-back from coal-fired power plants in Asia) and result in harm to salmon?

impacts of mercury neurotoxicity and who is most likely to suffer?

3. What will be the impacts to traditional culture and foods if this project leads to a decrease in the number of salmon and other fish available for harvest?
4. Whose access to tribal treaty fishing sites will be lost, made more difficult or result in injury because of the increasing number of long unit trains on the UP and BNSF lines?
5. Will you analyze all census tracts running 2 miles along all rail corridors, all vessel corridors, including rail and vessel corridors in Cowlitz County and in Longview, for health impacts from this project that may be experienced by communities of color and low income communities, children under 18, adults 65 and over, and individuals with pre-existing disease including pediatric asthma, adult asthma, COPD, cardiovascular disease, and diabetes?

VI. Health Impacts of Climate Change

What will be the human health impacts to climate change under a scenario with MBTL activities resulting in 27 million metric tons/year net CO₂ emissions (see Greenhouse Gas Appendix Table 47)? With 3.2 million metric tons/year? With 37.6 million metric tons of CO₂ emitted between 2018 and 2038?

What could be the impact on Cowlitz County and Washington residents and fire fighters from forest fires, smoke, injury, death and dislocation?

What are the impacts from increased heat, increased ozone levels and degraded air quality? How will this impact pediatric populations? Adults over 65? Those with pre-existing disease like asthma, bronchitis, COPD? Who will most suffer? Who will pay?

What will be the health impacts of severe weather, including heavy rain, wind storms and landslides that lead to dislocation, injury and death? Who will pay?

What will be the impacts from increasing rates West Nile Virus and Lymes disease in Cowlitz County? In Washington? Who will pay?

Will there be disproportionate and adverse effects on low income communities and communities of color? If so, what will they be?

VII. Health Impacts of Surfactant Use

Which chemical surfactants will be used? Which chemicals will be applied by workers, deposited along the transportation corridors and in communities around the coal pile, from blowing dust and leaching by rainwater. What are the human and environmental impacts of exposures? Have chemical compounds such as GE Powertreat, designed for use on Powder River Coal (and known to be a serious skin, eye and lung irritant), been tested for chronic toxicity? Have these compounds been tested for longer term human and environmental health impacts?

It is imperative that the concerns of our medical community be included in the knowledge bank, questions, and considerations of this proposal and EIS. Recognizing the importance of including this information, I wish to include it herein:

Large multinational coal companies propose to send coal mined in the Powder River Basin by rail and barge through the Pacific Northwest to be loaded onto large ships and exported to Asia. If current proposals are approved, that could result in more than 100 million metric tons of coal shipped each year. Over 38 uncovered coal trains, each one-mile long (or longer) with over 100 cars propelled by four diesel engines, could pass through Washington and/or Oregon every day.

Our specific, local concerns related to a massive increase in rail and river traffic for coal exports include:

New, major sources of diesel pollution;

Coal dust pollution along train tracks, in river corridors and at port sites;

Traffic delays, including for emergency first responders, at grade-level crossings; and

Noise pollution.

Coal trains traveling through our communities, barges, port storage and export facilities, and massive bulk cargo ships in the Columbia River and on the coast will emit significant amounts of diesel particulate pollution. There are robust correlations between these pollutants and cardiovascular and respiratory disease, reproductive health problems, and malignancy. Chronic exposure to these particulates may affect learning ability, coordination, memory, and judgment in both children and adults.

Coal dust blowing off train cars can be as much as 500 lbs. of coal dust per car per 500 miles travelled. The size and frequency of these trains may make coal dust a public health threat in itself. Exposure to coal dust is linked to asthma and lung disease. Coal particles from trains have been found in the Columbia River. Coal dust contains mercury, arsenic, and lead, elements which have been associated with neurodevelopmental delays in children.

Another concern is the potential for delays in emergency response times. For instance, there are four grade-level crossings in Longview, Washington that could detain first responders for up to 20 minutes each as long coal trains pass through town.

Additionally, coal burned abroad in Asia emits nitrous and sulfur oxides, ozone, and heavy metals such as mercury into the air, which will blow back to us on prevailing westerly winds. Recent studies show that a significant amount of the mercury in water and the environment comes from coal burned in Asia that returns to the Pacific Northwest via atmospheric currents. In addition, burning large amounts of coal and fossil fuels simply to transport the coal will generate huge amounts of greenhouse gasses that promote and intensify climate change, itself a threat to public health and safety.

Washington and Oregon have taken steps to phase out the use of coal-generated electricity at the Transalta plant in Centralia and at the PGE Boardman plant. This is progress for the health of those living in the Pacific Northwest. Yet new, proposed coal exports would undermine this progress.

As a health professional, provider and public health advocate, we believe the risks to human health from massive coal shipments across our state and through our communities are significant. We want to prevent new sources of morbidity and mortality and increasing costs of health care.

Together, we voice our concerns about coal exports. Specifically, we call for public review of a comprehensive Health Impact Assessment (to include cumulative effects), a region-wide Environmental Impact Statement (EIS), and site-specific EISs for each proposed terminal before any coal export facility or transport is approved by any agency.

Thank you,

Anne Battson, RN et all

I also wish to both cite and include the following knowledge, concerns, and questions from Oregon Physicians for Social Responsibility, and formally request that each of these questions be answered in the Final EIS and that these concerns and questions be considered in the Final EIS decision making process.

Airborne Particulate Matter and Public Health

By Oregon Physicians for Social Responsibility

For more info, contact Oregon PSR Tel: (503) 274-2720 www.oregonpsr.org

BACKGROUND

Outdoor air quality is an increasing concern globally with expanding industrial and transportation emissions. The World Health Organization (WHO) has declared that Particulate Matter (PM) in ambient outdoor air affects more people than any other pollutant. Chronic exposure to particles contributes to the risk of developing or dying from serious disease. (WHO 1) The effects of PM on health occur at levels of exposure currently being experienced by most urban and rural populations in both developed and developing countries. Burning fuel results in two phases of emissions, both containing the highly toxic polycyclic aromatic hydrocarbons (PAHs). In addition to the “particulate phase,” there is a “gas phase” containing other air pollutants such as acrolein, benzene, and formaldehyde, which also contribute to disease. (EPA 1, EPA 2) The combustion of fossil fuel for electricity



and transportation, especially coal and diesel, are major contributors to outdoor air pollution.

WHAT IS PARTICULATE MATTER?

Particulate Matter (PM), is composed of very small, solid and liquid particles, formed from the incomplete burning of fossil fuels, such as coal, diesel, gasoline, and biomass. PM_{2.5} measures 2.5 microns in diameter or less; PM₁₀ are particles 10 microns or smaller. PM consists of a complex mixture of Polycyclic Aromatic Hydrocarbons (PAHs), soot, black carbon, absorbed water, aerosolized sulfuric acid droplets, other acids, nitrogen, sulfur, organic material, metals, and other toxic substances. PAHs are absorbed by the sponge-like particles and carried by them deeply into the smallest compartments of the lung (alveoli) where they gain direct access to the bloodstream and may then contribute to various diseases in organs distant from the lungs, including the fetal placenta.

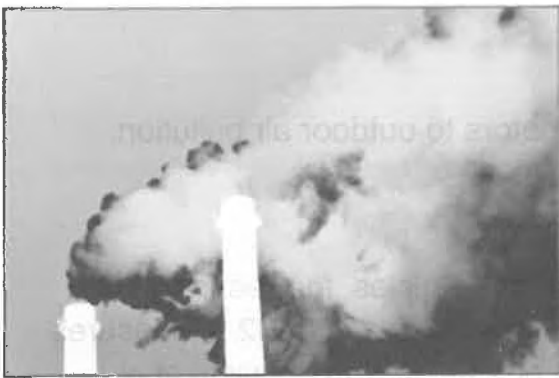
The World Health Organization (WHO) reports that there is not a threshold below which no damage to human health is observed. Their guidelines for maximizing health within the constraints of a modern world are that PM_{2.5} should not exceed an average of 25 micrograms per cubic meter of air (25mcg/m³) in a 24-hour period, and not exceed an average annual exposure of 10mcg/m³. (WHO 1)

To put this into perspective, the PM_{2.5} for Portland, Oregon in January, 2014 ranged from 30-76, while, during same month, the PM 2.5 in Beijing, China was over 600. In Harbin, China in October of 2013 (the start of the heating season), the PM_{2.5} was over 1000mcg/m³ (Guardian). The major contributors to this astronomically high PM_{2.5} in China are burning coal and vehicle exhaust.

HOW DOES PARTICULATE MATTER AFFECT PEOPLE?

The ne and ultra ne particles less than 2.5 microns (PM_{2.5}) are particularly important in triggering disease because they penetrate deeply into the alveoli of the lungs. Diesel particulate matter,

Human Health, has particularly damaging potential (Li). Some inhaled particles are taken up by macrophages, resulting in lung inflammation. The most common pathway of the pathologic effects of exposure to particulate matter, as well as gas phase pollutants, appears to be inflammation. (Avogbe, Bellavia, Dominici, Li, Mustac, Peters 2011, Pieters). The effects of inflammation on various body organ systems are complex, but increased levels of particulate matter are associated with a number of ill health effects including: increased cancer rates, especially lung and breast (Beeson, Crouse, Demetriou, Dockery, Pope, Wei, WHO 2), congenital lung, heart and immune system anomalies in children (Gauderman, Picciotto Vrijheid), increased rates of asthma, worsening of preexisting asthma and chronic obstructive pulmonary disease (COPD)



(Carlsten, Gowers, Delamater, HEI Panel, Trasande), higher rates of heart attacks and strokes (Chen, Dominici, Lie, Mustac, Qian, Wellenius, Shaw), and higher rates in children (exposed prenatally) of neuro developmental disorders such as autism spectrum disorder (ASD), attention deficit hyperactivity disorder (ADHD), lowered IQ, and adverse behaviors. (Becerra, Chiu, Newman, Perera 2013, Perera 2009, Roberts, Volk 2013, Volk 2011). Not surprisingly, the most vulnerable populations are pregnant women, children, people that already have pulmonary diseases like COPD or asthma, and the elderly.

WHAT ARE CURRENT ISSUES IN THE PACIFIC NORTHWEST?

A recent study from the University of Washington, evaluating air quality as a result of increased coal transportation by rail in the Pacific Northwest, found that living within 25 meters of two rail lines in the Blue Ridge Seattle neighborhood was associated with significantly increased exposure to diesel particulate matter (DPM) and airborne coal dust. A proposed 50% increase in diesel train traffic (if coal terminals are built in coastal harbors) is projected to similarly increase small particulate matter exposure. When added to regional background emissions, this increase would bring total concentrations higher than the new US National Ambient Air Quality Standards (NAAQS). (Jaffe) In addition, a sharp increase in mile-long trains already transporting oil through the region has considerably increased airborne diesel emissions. In 2013, 19,065 tank cars moved more than 11 million barrels of oil through Oregon, according to annual reports that railroad companies submitted to the Oregon Department of Transportation, up from 2012 when 5,491 cars moved 2.9 million barrels... In 2007, railroads moved just 659 tank carloads of oil. (Oregon Live) Furthermore, several energy companies are actively pursuing permits to build enormous oil and

Northwest ports which, if allowed to proceed, would dramatically increase diesel exhaust from even more trains traversing Oregon and Washington.

KEY AMERICAN MEDICAL SOCIETIES AND THE WORLD HEALTH ORGANIZATION HAVE ISSUED POSITIONS ON PARTICULATE MATTER AND HEALTH:

The American Heart Association (AHA) in 2010 updated and summarized its 2004 Scientific statement position: "The overall evidence is consistent with a causal relationship between PM_{2.5} exposure and cardiovascular morbidity and mortality. This body of evidence has grown and has been strengthened substantially since publication of the first AHA scientific statement and, ... because the evidence reviewed supports that there is no safe threshold, it appears that public health benefits would accrue from lowering PM_{2.5} concentrations even below present-day (EPA standards), if feasible, to optimally protect the most susceptible populations." (Brook)

The American College of Obstetricians and Gynecologists (ACOG) together with the American Society of Reproductive Medicine (ASRM) in October 2013 issued a statement, "The evidence that links exposure to toxic environmental agents and adverse reproductive and developmental health outcomes is sufficiently robust, ... individuals alone can do little about exposure to toxic environmental agents, such as from air and water pollution, ... calling for timely action to identify and reduce exposure." (ACOG)

The American Academy of Pediatrics (AAP) issued a policy statement linking ambient air pollution to adverse health outcomes in children and recommended the National Ambient Air Quality Standards (NAAQS) be promptly reviewed and revised to protect children. (AAP, 2004, reaffirmed 2009)

In October 2013, WHO's International Agency for Research on Cancer (IARC), classified both outdoor air pollution, as a whole, and particulate matter, on its own, as carcinogenic. Therefore, it is vital to implement efficient policies to reduce exposure to pollution worldwide. (World Health Organization (WHO 2) and American Cancer Society).

SPECIFIC DISEASES ASSOCIATED WITH EXPOSURE TO HIGHER LEVELS OF PARTICULATE MATTER IN AIR POLLUTION

Cancer — Studies relating cancer risk and particulate matter:

- exposure to ozone and PM correlated with development of and mortality from lung cancer (Beeson, Dockery, Pope)

- increased biological markers associated with risk of lung cancer (Demetriou)
- increased oxidative DNA damage predictive of cancer risk (Avogbe)
- increased rates of breast cancer (Crouse, Wei)

Cardiovascular — Studies have linked increased particulate matter with increased cardiac disease:

- increased cardiovascular disease mortality and morbidity in both short term and long term exposures to PM 2.5 (Brook)

- increased hospital admissions for serious cardiac arrhythmias (Peters 2000)

- increased probability of admission for acute myocardial infarction (Musta c, Peters 2001)
- increased ischemic heart disease, arrhythmias, congestive heart failure (Dominici) and bio markers

(HRV) associated with increased cardiac morbidity and mortality (Pieters)

- increased hospital admissions and death from heart failure (Shaw)
- increased risk of congenital cardiac anomalies in children (Vrijheid)

Cerebrovascular — Studies have shown links between particulate matter and adult brain effects:

- increased hospital admissions for strokes (Dominici, Lue, Wellenius 2005)
- significant increase in stroke mortality associated with increase in PM (Chen, Qian)
- increased risk of stroke associated with increased exposure to small PM, black carbon, and nitrous dioxide (Wellenius 2012)
- increased risk of stroke and death from stroke for post menopausal women (Miller)
- structural brain damage and cognitive deficits in middle-aged and older adults (Wilker)

Neurodevelopmental — Studies associating in-utero exposure to particulate matter and:

- increased incidence of autism spectrum disorder (ASD) (Becerra, Kalkbrenner, Raz, Roberts, Volk 2013, Volk 2011)
- increased incidence of behaviors associated with attention deficit hyperactivity disorder (ADHD) (Chiu, Newman, Perera 2014, Peterson)
- lowered IQ (Calderón-Garcidueñas, Perera 2009, Jedrychowski)
- increased behavioral symptoms of anxiety, depression, social problems, rule breaking, and aggression (Perera 2013)
- neurobehavioral development in children benefited from the shutdown of a coal-burning plant (Perera 2008, Tang)

Pulmonary — Studies have demonstrated the effects of particulate matter on the lungs:

- decreased lung function (WHO 3)
- inhibited lung development in children and adolescents and measurable airway inflammation (Gauderman)
- increased asthma rates and worsening of preexisting asthma and chronic

disease (COPD), resulting in increased hospitalization (Carlsten et al., Gowers, Delamater, 2012; HEI Panel, Pandya, Trasande)

General —

- increased mortality from cardiac, respiratory and kidney disease in all members of communities with coal exposure (Hendryx 2007, Hendryx 2010, Hendryx 2008, Hendryx 2009)
- long term exposure linked to decreased life expectancy from cardiopulmonary mortality (Krishnan, WHO 4)
- prenatal exposures linked to altered immune system development (Hertz-Picciotto)

WHAT YOU CAN DO TO PROTECT YOUR FAMILY AND COMMUNITY

The World Health Organization has stated, “Most sources of outdoor air pollution are well beyond the control of individuals and demand action by cities, as well as national and international policymakers in sectors like transport, energy, waste management, buildings and agriculture.” With that in mind, here are some tips to protect your health:

1. Use a portable air purifier in your home (Look to consumer organizations for specific product information).
2. Do the best you can to protect your and your family's health from the consequences of inflammation by observing good health habits: Get plenty of sleep and daily exercise, eat six servings of fruits and vegetables daily, consult your health advisors.
3. Push in the air recycle button on your car dash when traveling on motorways around other vehicles.
4. Work for change with environmental and neighborhood groups (examples: The NW District Association of Portland recently negotiated an agreement with local developers to meet EPA's highest standards for diesel exhaust emissions, by using exhaust treatment devices during a local construction project. Neighbors for Clean Air negotiated with an industry in the Northwest Portland neighborhood to reduce its toxic air emissions, by installing giant vacuum cleaner bags to capture particulates, and air monitoring equipment in the neighborhood.)
5. Work for policy change with local and regional governments, and legislatures. Ideas for starters (inspired by the Oregon Environmental Council): Request “No diesel engine idling” policies, retrofitting of older diesel engines with pollution control devices, advocate for the use of ultra-low sulfur diesel fuel for Oregon, continue negotiating improvement in the emissions standards of heavy-duty, off-road diesel engines, request that all vehicles are using the best available technology for emission control, and that grant funds are available to assure this, especially for small businesses.

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Miller KA, Siscovick DS, Sheppard L, et al. Long-term exposure to air pollution and incidence of cardiovascular events in women. *N Engl J Med* 2007; 356(5):447-5

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Finally, It is imperative for decision makers involved in the MBT Permit Application Process to become truly capable of making a well-informed, responsible decision regarding the MBT application and the proposal's potential for impacts, risks, and hazards to human health, human and community safety, and our collective climate and environment.

Towards this end, I also wish to cite the publication entitled: "Coal's Assault on Human Health" from Oregon Physicians for Social Responsibility -

<http://www.oregonpsr.org/coal-coals-assault-on-human-health/>

(attached)

- and request that the full text of this article be included in the DEIS and EIS body of knowledge, and that it be read and carefully considered in the decision making process.

Sincerely,

also attached NIH abstract on PAHs coal

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COAL'S ASSAULT *on* HUMAN HEALTH

By

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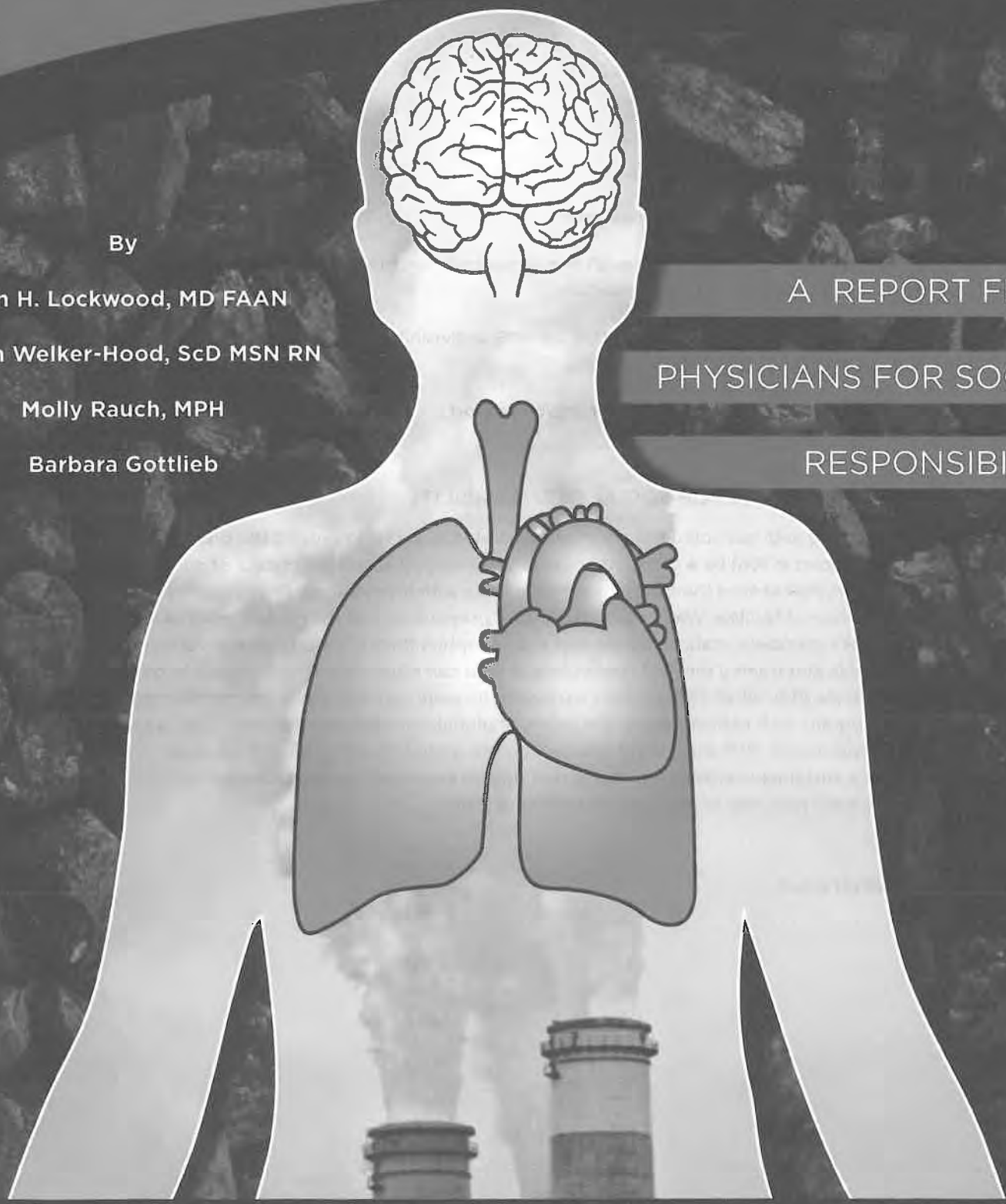
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A REPORT FROM

PHYSICIANS FOR SOCIAL

RESPONSIBILITY



EXECUTIVE SUMMARY

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For the full report, please see www.psr.org/coalreport.

ABOUT PHYSICIANS FOR SOCIAL RESPONSIBILITY

PSR has a long and respected history of physician-led activism to protect the public's health. Founded in 1961 by a group of physicians concerned about the impact of nuclear proliferation, PSR shared the 1985 Nobel Peace Prize with International Physicians for the Prevention of Nuclear War for building public pressure to end the nuclear arms race. Today, PSR's members, staff, and state and local chapters form a nationwide network of key contacts and trained medical spokespeople who can effectively target threats to global survival. Since 1991, when PSR formally expanded its work by creating its environment and health program, PSR has addressed the issues of global warming and the toxic degradation of our environment. PSR presses for policies to curb global warming, ensure clean air, generate a sustainable energy future, prevent human exposures to toxic substances, and minimize toxic pollution of air, food, and drinking water.

NOVEMBER 2009

Coal's Assault on Human Health

Executive Summary

Coal pollutants affect all major body organ systems and contribute to four of the five leading causes of mortality in the U.S.: heart disease, cancer, stroke, and chronic lower respiratory diseases. This conclusion emerges from our reassessment of the widely recognized health threats from coal. Each step of the coal lifecycle—mining, transportation, washing, combustion, and disposing of post-combustion wastes—impacts human health. Coal combustion in particular contributes to diseases affecting large portions of the U.S. population, including asthma, lung cancer, heart disease, and stroke, compounding the major public health challenges of our time. It interferes with lung development, increases the risk of heart attacks, and compromises intellectual capacity.

Oxidative stress and inflammation are indicated as possible mechanisms in the exacerbation and development of many of the diseases under review. In addition, the report addresses another, less widely recognized health threat from coal: the contribution of coal combustion to global warming, and the current and predicted health effects of global warming.

THE LIFE CYCLE OF COAL

Electricity provides many health benefits worldwide and is a significant contributor to economic development, a higher standard of living, and an increased life expectancy.¹ But burning coal



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to generate electricity harms human health and compounds many of the major public health problems facing the industrialized world. Detrimental health effects are associated with every aspect of coal's life cycle, including mining, hauling,

preparation at the power plant, combustion, and the disposal of post-combustion wastes. In addition, the discharge of carbon dioxide into the atmosphere associated with burning coal is a major contributor to global warming and its adverse effects on health worldwide.

Coal mining leads U.S. industries in fatal injuries² and is associated with chronic health

problems among miners, such as black lung disease, which causes permanent scarring of the lung tissues.³ In addition to the miners themselves, communities near coal mines may be adversely affected by mining operations due to the effects of blasting, the collapse of abandoned mines, and the dispersal of dust from coal trucks. Surface mining also destroys forests and groundcover, leading to flood-related injury and mortality, as well

as soil erosion and the contamination of water supplies. Mountaintop removal mining involves blasting down to the level of the coal seam—often hundreds of feet below the surface—and depositing the resulting rubble in adjoining valleys. This surface mining technique, used widely across southern Appalachia, damages freshwater aquatic ecosystems and the surrounding environment by burying streams and headwaters.⁴

After removal of coal from a mine, threats to public health persist. When mines are abandoned, rainwater reacts with exposed rock to cause the oxidation of metal sulfide minerals. This reaction releases iron, aluminum, cadmium, and copper into the surrounding water system⁵ and can contaminate drinking water.⁶

Coal washing, which removes soil and rock impurities before coal is transported to power plants, uses polymer chemicals and large quantities of water and creates a liquid waste called slurry. Slurry ponds can leak or fail, leading to injury and death, and slurry injected underground into old mine shafts can release arsenic, barium, lead, and manganese into nearby wells, contaminating local

water supplies. Once coal is mined and washed, it must be transported to power plants. Railroad engines and trucks together release over 600,000 tons of nitrogen oxide and 50,000 tons of particulate matter into the air every year in the process of hauling coal, largely through diesel exhaust.⁷ Coal trains and trucks also release coal dust into the air, exposing nearby communities to dust inhalation.⁸

Coal combustion emissions damage the respiratory, cardiovascular, and nervous systems and contribute to four of the top five leading causes of death in the U.S.

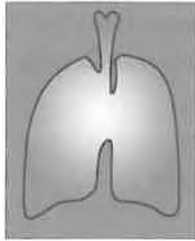
The storage of post-combustion wastes from coal plants also threatens human health. There are 584 coal ash dump sites in the U.S.,⁹ and toxic residues have migrated into water supplies and threatened human health at dozens of these sites.¹⁰

The combustion phase of coal's lifecycle exacts the greatest toll on human health. Coal combustion releases a combination of toxic chemicals into the environment and

contributes significantly to global warming. Coal combustion releases sulfur dioxide, particulate matter (PM), nitrogen oxides, mercury, and dozens of other substances known to be hazardous to human health. Coal combustion contributes to smog through the release of oxides of nitrogen, which react with volatile organic compounds in the presence of sunlight to produce ground-level ozone, the primary ingredient in smog.

Table 1 (see pages 8–9) describes the major health effects linked to coal combustion emissions. These health effects damage the respiratory, cardiovascular, and nervous systems and contribute to four of the top five leading causes of death in the U.S.: heart disease, cancer, stroke, and chronic lower respiratory diseases. Although it is difficult to ascertain the proportion of this disease burden that is attributable to coal pollutants, even very modest contributions to these major causes of death are likely to have large effects at the population level, given high incidence rates. Coal combustion is also responsible for more than 30% of total U.S. carbon dioxide pollution, contributing significantly to global warming and its associated health impacts.

RESPIRATORY EFFECTS OF COAL POLLUTION



Pollutants produced by coal combustion act on the respiratory system to cause a variety of adverse health effects. Air pollutants—among them nitrous oxide (NO_2) and very small particles, known as $\text{PM}_{2.5}$ —adversely affect lung development, reducing

forced expiratory volume (FEV) among children.¹¹ This reduction of FEV, an indication of lung function, often precedes the subsequent development of other pulmonary diseases.

Air pollution triggers attacks of asthma, a respiratory disease affecting more than 9% of all children in the U.S. Children are particularly susceptible to the development of pollution-related asthma attacks. This may be due to their distinct breathing patterns, as well as how much time they spend outside. It may also be due to the immaturity of their enzyme and immune systems, which assist in

detoxifying pollutants, combined with incomplete pulmonary development.¹² These factors appear to act in concert to make children highly susceptible to airborne pollutants such as those emitted by coal-fired power plants.¹³

Asthma exacerbations have been linked specifically to exposure to ozone, a gas produced when NO_2 reacts with volatile organic compounds in the presence of sunlight and heat.¹⁴ The risk to children of experiencing ozone-related asthma exacerbations is greatest among those with severe asthma. That risk exists even when ambient ozone levels fall within the limits set by the EPA to protect public health.

Coal pollutants trigger asthma attacks in combination with individual genetic characteristics.¹⁵ This gene-environment interaction means that some individuals are more susceptible to the respiratory health effects of coal pollution. The genetic polymorphisms that appear to make people more susceptible include those that control inflammation and those that deal with oxidative stress, or



OXIDATIVE STRESS

Oxygen free radicals in biological systems are a normal cellular constituent and play critical roles in the control of many cellular functions. (Free radicals are atoms or molecules that contain at least one unpaired electron in an atomic or molecular orbit and are therefore unstable and highly reactive.)

The concentration of oxygen free radicals can be increased through exposure to environmental substances such as air pollution, tobacco smoke, pesticides, and solvents. When their concentration is excessive, these highly reactive molecules damage lipids, proteins, DNA, cell membranes, and other cellular components. "Oxidative stress" is the term used to describe that physiological state.

Oxidative stress is an important contributing factor in a variety of diseases, including atherosclerosis, hypertension, rheumatoid arthritis, diabetes mellitus, and neurodegenerative disorders such as Alzheimer's disease and Parkinson's disease, as well as normal aging. It is one of several mechanisms implicated in the pathogenesis of diseases caused or made worse by coal pollutants, such as cardiovascular and pulmonary disease.

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the presence of highly reactive molecules, known as free radicals, in cells. (See text box.)

Coal pollutants play a role in the development of chronic obstructive pulmonary disease (COPD), a lung disease characterized by permanent narrowing of airways. Coal pollutants may also cause COPD exacerbations, in part through an immunologic response—i.e., inflammation.^{16,17,18} PM exposure disposes the development of inflammation on the cellular level, which in turn can lead

to exacerbations of COPD. COPD is the fourth leading cause of mortality in the U.S.

Exposures to ozone and PM are also correlated with the development of¹⁹ and mortality from^{20, 21, 22} lung cancer, the leading cancer killer in both men and women.

CARDIOVASCULAR EFFECTS OF COAL POLLUTION



Pollutants produced by coal combustion damage the cardiovascular system. Coronary heart disease (CHD) is a leading cause of death in U.S., and air pollution is known to negatively impact cardiovascular health.²³ The mechanisms by which air pollution causes cardiovascular disease have not been definitively identified but are thought to be the



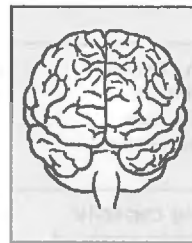
same as those for respiratory disease: pulmonary inflammation and oxidative stress. Studies in both animals and humans support this theory, showing that pollutants produced by coal combustion lead to cardiovascular disease, such as arterial occlusion (artery blockages, leading to heart attacks) and infarct formation (tissue death due to oxygen deprivation, leading to permanent heart damage).

Recent research suggests that nitrogen oxides and PM_{2.5}, along with other pollutants, are associated with hospital admissions for potentially fatal cardiac rhythm disturbances.²⁴ The concentration of PM_{2.5} in ambient air also increases the probability of hospital admission for acute myocardial infarction,²⁵ as well as admissions for ischemic heart diseases, disturbances of heart rhythm, and congestive heart failure.²⁶ Additionally, cities with high NO₂ concentrations had death rates four times higher than those with low NO₂ concentrations.²⁷ These studies show important immediate effects of coal pollutants on indicators of acute cardiovascular illness.

There are cardiovascular effects from long-term exposure as well. Exposure to chronic air pollution over many years increases cardiovascular mortality.²⁸ This relationship remains significant

even while controlling for other risk factors, such as smoking. Conversely, long-term improvements in air pollution reduce mortality rates. Reductions in PM_{2.5} concentration in 51 metropolitan areas were correlated with significant increases in life expectancy,²⁹ suggesting that air quality improvements mandated by the Clean Air Act have measurably improved the health of the U.S. population. Reducing exposure to the pollutants emitted by coal combustion is therefore an important aspect of improving cardiovascular health for the population at large.

NERVOUS SYSTEM EFFECTS OF COAL POLLUTION



In addition to the respiratory and cardiovascular systems, the nervous system is also a target for coal pollution's health effects. The same mechanisms that are thought to mediate the effect of air pollutants on coronary arteries also apply to the arteries that nourish the brain. These include stimulation of the inflammatory response and oxidative stress,



Table 1: Coal's contributions to major health effects

	Disease or condition	Symptoms or result	Most-vulnerable populations	Total disease burden (coal is a suspected contributing factor in an unknown number of cases)	Coal pollutants implicated
RESPIRATORY	Asthma exacerbations	Coughing, wheezing, shortness of breath, and breathlessness with a range of severity from mild to requiring hospitalization	Children, adults	Number of visits to office-based physicians for asthma: 10.6 million in 2006. Number of hospitalizations with asthma listed first as diagnosis: 440,000. ³⁰ School days missed per year attributable to asthma: 11.8 million. ³¹	NO ₂ Ozone Particulate Matter (PM) ^{32,33,34}
	Asthma development	New cases of asthma, resulting in coughing, wheezing, shortness of breath, and breathlessness with a range of severity from mild to requiring hospitalization	Children	Children with asthma: 6.7 million (9.1%). Adults with asthma: 16.2 million (7.3%). ³⁵	Suspected but not confirmed: ^{36,37,38} NO ₂ Ozone PM _{2.5}
	Chronic Obstructive Pulmonary Disease (COPD)	Emphysema with chronic obstructive bronchitis; permanent narrowing of airways; breathlessness; chronic cough	Smokers, adults	Adults with COPD diagnosis in 2006: 12.1 million. ³⁹ Deaths in 2005: 126,000. ⁴⁰ Fourth leading cause of mortality in U.S.	NO ₂ PM _{2.5} ^{41,42,43}
	Stunted lung development	Reductions in lung capacity; risk factor for development of asthma and other respiratory diseases	Children	Unknown	NO ₂ PM _{2.5} ⁴⁴
	Infant mortality (relevant organ system uncertain; may be respiratory)	Death among infants age < 1 year	Infants	Deaths in 2005: 28,384. Almost 25% may have had respiratory causes: 2,234 deaths attributed to Sudden Infant Death Syndrome (SIDS), and 4,698 deaths attributed to short gestation and low birth weight. ⁴⁵	NO ₂ PM _{2.5} ^{46,47}
	Lung cancer	Shortness of breath, wheezing, chronic cough, coughing up blood, pain, weight loss ⁴⁸	Smokers, adults	Deaths in 2005: 159,217. Leading cause of cancer mortality in U.S. among both men and women. ⁴⁹	PM ^{50,51,52}
CARDIOVASCULAR	Cardiac arrhythmias	Abnormal rate or rhythm of the heart, palpitation or fluttering; may cause fatigue, dizziness, lightheadedness, fainting, rapid heartbeat, shortness of breath, and chest pain ⁵³	Adults, hypertensives, diabetics, those with cardiovascular disease	Unknown	NO ₂ PM _{2.5} ⁵⁴
	Acute myocardial infarction	Chest pain or discomfort; heart attack	Adults, diabetics, hypertensives	Deaths in 2006: 141,462. ⁵⁵ Cases in 2006: 7.9 million. ⁵⁶	PM _{2.5} ⁵⁷
	Congestive heart failure	Shortness of breath, fatigue, edema (swelling) due to impaired ability of heart to pump blood, can result from narrowed arteries, past heart attack, and high blood pressure; can lead to death ⁵⁸	Adults, hypertensives, diabetics, those with cardiovascular disease	Deaths in 2006: 60,337. ⁵⁹ Number of people living with heart failure: 5.7 million. New cases diagnosed each year: 670,000. ⁶⁰	PM _{2.5} ⁶¹

Table 1: Coal's contributions to major health effects, *continued*

Disease or condition	Symptoms or result	Most-vulnerable populations	Total disease burden (coal is a suspected contributing factor in an unknown number of cases)	Coal pollutants implicated
Ischemic stroke	Artery supplying blood to the brain becomes blocked due to blood clot or narrowing; ⁶² may cause sudden numbness or weakness, especially on one side of body, confusion, trouble speaking, trouble seeing, trouble walking, dizziness, severe headache; ⁶⁵ effects can be transitory or persistent	Elderly, hypertensives, diabetics	Deaths in 2005: 143,579. Number of strokes occurring each year: 795,000. NOTE: 87% of all strokes are ischemic; statistics are for all strokes. ⁶⁴	NO ₂ PM _{2.5} PM ₁₀ SO ₂ ^{65,66,67,68}
Developmental delay	Reduced IQ; mental retardation; clinical impairment on neurodevelopmental scales; permanent loss of intelligence	Fetuses, infants, children	Babies born each year with cord blood concentrations of mercury >5.8 µg/L, the level above which mercury exposure has been shown to reduce IQ: 637,233 (15.7% of all babies born). ⁶⁹	Mercury ⁷⁰

which in turn can lead to stroke and other cerebral vascular disease.

Several studies have shown a correlation between coal-related air pollutants and stroke. In Medicare patients, ambient levels of PM_{2.5} have been correlated with hospital admission rates for cerebrovascular disease,⁷¹ and PM₁₀ has been correlated with hospital admission for ischemic stroke.⁷² (Eighty-seven percent of all strokes are ischemic.) PM_{2.5} has also been associated with an increase in the risk of—and death from—a cerebrovascular event among post-menopausal women.⁷³ Even though a relatively small portion of all strokes appear to be related to the ambient concentration of PM, the fact that nearly 800,000 people in the U.S. have a stroke each year makes even a small increase in risk a health impact of great importance.⁷⁴

Coal pollutants also act on the nervous system to cause loss of intellectual capacity, primarily through mercury. Coal contains trace amounts of mercury that, when burned, enter the environment. Mercury increases in concentration as it travels up the food chain, reaching high levels in large predatory fish. Humans, in turn, are exposed to coal-related mercury primarily through fish

consumption. Coal-fired power plants are responsible for approximately one-third of all mercury emissions attributable to human activity.⁷⁵

A nationwide study of blood samples in 1999–2000 showed that 15.7% of women of childbearing age have blood mercury levels that would cause them to give birth to children with mercury levels exceeding the EPA's maximum acceptable dose for mercury.⁷⁶ This dose was established to limit the number of children with mercury-related neurological and developmental impairments. Researchers have estimated that between 317,000 and 631,000 children are born in the U.S. each year with blood mercury levels high enough to impair performance on neurodevelopmental tests and cause lifelong loss of intelligence.⁷⁷

GLOBAL WARMING AND COAL POLLUTION

Coal damages the respiratory, cardiovascular, and nervous systems through pollutants acting directly on the body. But coal combustion also has indirect health effects, through its contribution to greenhouse gas emissions. Global warming is already negatively impacting public health and is predicted

to have widespread and severe health consequences in the future. Because coal-fired power plants account for more than one third of CO₂ emissions in the U.S.,⁷⁸ coal is a major contributor to the predicted health impacts of global warming.

The effects of global warming already in evidence include increases in global average land and ocean surface temperatures; increases in snow melt and receding glaciers; increases in the mean sea level; and changes in precipitation.⁷⁹ These global climate changes are already affecting human health. The World Health Organization estimated global warming to be responsible for 166,000 deaths in 2000, due to additional mortality from malaria, malnutrition, diarrhea, and drowning.⁸⁰

A continued reliance on coal combustion for electricity will contribute to the predicted health consequences of global warming.

In the future, global warming is expected to continue to harm human health. More frequent heat waves are projected to lead to a rise in heat exhaustion and heat stroke, potentially resulting in death, especially among elderly and poor urban dwellers. Declining air and water quality, an increase in infectious diseases, and a shrinking food supply are expected to contribute to disease and malnutrition, increase the migration of affected populations, and increase armed conflict and global instability. Table 2 (see page 14) describes the predicted health effects of global warming.

A continued reliance on coal combustion for electricity production will contribute to the predicted health consequences of global warming.



Table 2: Predicted health effects of global warming

Predicted human health effects	Contributing factors	Global warming mechanism	Most-vulnerable populations
Heat cramps, heat syncope, heat exhaustion, heat stroke	Heat waves	<ul style="list-style-type: none"> • Greenhouse effect 	Children, the elderly, urban dwellers, those with underlying conditions such as cardiovascular disease, obesity, and respiratory disease
Diarrhea spread by water-borne bacteria including E Coli, Shigella, and cholera	Flooding, infrastructure damage	<ul style="list-style-type: none"> • Increase in extreme weather events and storm surges • Sea level rise 	Children most vulnerable to death from diarrheal disease
Drowning	Flooding	<ul style="list-style-type: none"> • Increase in extreme weather events and storm surges • Sea level rise 	Children, the elderly
Exacerbations of asthma, chronic obstructive pulmonary disease, and other respiratory diseases	Worsening air quality, heat waves	<ul style="list-style-type: none"> • Greenhouse effect • Heat increases production of ground-level ozone • Heat increases electricity demand and resulting particulate emissions from fossil fuel combustion • Airborne allergens (such as pollen) predicted to increase with global warming 	Children, the elderly, those with preexisting respiratory disease
Infectious diseases: Malaria, dengue fever, yellow fever, West Nile virus, Lyme disease, and other insect-borne infections, as well as rodent-borne infections	Increased ranges and populations of disease-carrying insects and rodents	<ul style="list-style-type: none"> • Warming climate expands geographic range of insect and rodent vectors • High temperatures boost reproductive rates, lengthen breeding season, and increase bite frequency of insect vectors • High temperatures boost parasite development 	Children, those with impaired immune systems, the developing world
Heart disease, heart attacks, congestive heart failure and other cardiovascular diseases	Worsening air quality	<ul style="list-style-type: none"> • Heat increases production of ground-level ozone • Heat increases electricity demand and resulting particulate emissions from fossil fuel combustion 	Adults and the elderly
Hunger, malnutrition, starvation, famine	Reduced crop yields; crop damage; crop failure; disruptions in forestry, livestock, fisheries	<ul style="list-style-type: none"> • Changes in the water cycle leading to drought • Heat decreases reproductive lifecycle of some major food crops • Expanded range of some insect pests • Increase in extreme weather events • Changes in ecology of plant pathogens • Loss of agricultural land due to sea level rise 	Children, the poor
Mass migration; violence; war	Societal instability; infrastructure damage; reduced crop yields	<ul style="list-style-type: none"> • All of the above 	Children, the elderly, those with other underlying medical conditions
Mental health problems	All of the above	<ul style="list-style-type: none"> • All of the above 	Varied

See sources on page 16.

Carbon capture and sequestration (CCS) has been promoted as an effective way to keep CO₂ emissions out of the atmosphere, but substantial research and development are required before it can be used on the scale needed to mitigate global warming. Even then, the danger remains that CCS storage areas, whether underground or under the ocean, could leak, negating the value of CO₂ capture and storage. CCS also incurs other threats to health, including the danger of asphyxiation in the case of a large-scale CO₂ leak and the acidification of ocean waters. Moreover, the application of CCS would require continued coal mining, transportation, combustion, and waste storage, thus prolonging the emission of coal's toxic pollutants that harm human health.

Unless we address coal, the U.S. will be unable to achieve the reductions in carbon emissions necessary to stave off the worst health impacts of global warming.

POLICY RECOMMENDATIONS

The U.S. is at a crossroads for determining its future energy policy. While the U.S. relies heavily on coal for its energy needs, the health consequences of that reliance are multiple and have widespread and damaging impact. Coal combustion contributes to diseases already affecting large portions of the U.S. population, including asthma, heart disease, and stroke, thus compounding the major public health challenges of our time. Coal combustion also releases significant amounts of carbon dioxide into the atmosphere. Unless we address coal, the U.S. will be unable to achieve the reductions in carbon emissions necessary to stave off the worst health impacts of global warming. Based on that assessment, PSR finds it essential to translate our



concern for human health into recommendations for public policy.

- Emissions of carbon dioxide should be cut as deeply and as swiftly as possible, with the objective of reducing CO₂ levels to 350 parts per million, through two simultaneous strategies:
 - Strong climate and energy legislation that establishes hard caps on global warming pollution coming from coal power plants.
 - The Clean Air Act (CAA). Carbon dioxide and other greenhouse gas emissions from coal plants have been designated pollutants under the CAA. The EPA should be fully empowered to regulate carbon dioxide under the CAA so that coal's contribution to global warming can be brought to an end.

- There should be no new construction of coal-fired power plants, so as to avoid increasing health-endangering emissions of carbon dioxide, as well as criteria pollutants and hazardous air pollutants.

- The U.S. should dramatically reduce fossil fuel power plant emissions of sulfur dioxide and nitrogen oxides so that all localities are in attainment for national ambient air quality standards.

- The EPA should establish a standard, based on Maximum Achievable Control Technology, for mercury and other hazardous air pollutant emissions from electrical generation.

- The nation must develop its capacity to generate electricity from clean, safe, renewable sources so that existing coal-fired power plants may be phased out without eliminating jobs or compromising the nation's ability to meet its energy needs. In place of investment in coal (including subsidies for the extraction and combustion of



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coal and for capture of carbon and other pollutants), the U.S. should fund energy efficiency, conservation measures, and clean, safe, renewable energy sources such as wind energy, solar, and wave power.

These steps comprise a medically defensible energy policy: one that takes into account the public health impacts of coal while meeting our need for energy. When our nation establishes a health-driven energy policy, one that replaces our dependence on coal with clean, safe alternatives, we will prevent the deterioration of global public health caused by global warming while reaping the rewards in improvements to respiratory, cardiovascular, and neurological health.

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Please include.
5/19/2016
David J. Hunt
MBT DEIS Comments

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- [Abstract](#)

Send to:

[Sci Total Environ.](#) 2009 Apr 1;407(8):2461-73. doi: 10.1016/j.scitotenv.2008.12.008. Epub 2009 Feb 4.

Native polycyclic aromatic hydrocarbons (PAH) in coals - a hardly recognized source of environmental contamination.

[Achten C¹](#), [Hofmann T.](#)

Author information

Abstract

Numerous environmental polycyclic aromatic hydrocarbon (PAH) sources have been reported in literature, however, unburnt hard coal/ bituminous coal is considered only rarely. It can carry native PAH concentrations up to hundreds, in some cases, thousands of mg/kg. The molecular structures of extractable compounds from hard coals consist mostly of 2-6 polyaromatic condensed rings, linked by ether or methylene bridges carrying methyl and phenol side chains. The extractable phase may be released to the aquatic environment, be available to organisms, and thus be an important PAH source. PAH concentrations and patterns in coals depend on the original organic matter type, as well as temperature and pressure conditions during coalification. The environmental impact of native unburnt coal-bound PAH in soils and sediments is not well studied, and an exact source apportionment is hardly possible. In this paper, we review the current state of the art.

By far the most comprehensive scientific study of coal dust in the marine environment is Michael J. Ahrens and Donald J. Morrissey's [2005 literature review of the risks of unburnt coal in the marine environment.](#)

boost the ability of coal pollutants to enter the environment. The Washington State Department of Natural Resources raises similar concerns about surfactants.

Ahrens and Morrissey point out that coal may pose a less severe chemical hazard in the marine environment than in the terrestrial one. They note that coal has “well documented” physical effects similar to other suspended or deposited sediments. It abrades, smothers, dims light, and clogs both breathing and feeding organs.

One study in Canada found that coal in the water can be a source of acidity, salinity, trace metals, hydrocarbons, chemical oxygen demand, and potentially macronutrients. In fact, Washington’s Department of Natural Resources says that materials in coal can react with seawater to produce “localized ocean acidification.”

Coal dust deposits sometimes cause spontaneous fires, and in 2005, for example, coal dust that had accumulated in ballast, the layer of crushed rock that supports rail tracks, caused derailments.

BNSF Railway has studied the problem (for liability reasons) and found that as much as a ton of coal, including coal dust, can escape from a single loaded coal car. Other reports show that as much as three percent of a coal car’s load, which is typically 100 tons or more, can blow (or bounce) away in transit. The US Department of Transportation classifies coal dust as a “pernicious ballast foulant” that can weaken and destabilize rail tracks. It is not clear how much coal dust might escape in the Pacific Northwest, but one watchdog group has verified that coal and coal dust do escape from open rail cars traveling along Puget Sound coastlines.

Northwest impacts and special PRB problems. This work is very recent:

By contrast, published and peer-reviewed scientific research by Dan Jaffe, a professor of atmospheric science at the University of Washington, casts further doubt on the real-world effectiveness of controlling coal dust from rail transport. In 2013 and 2014, Jaffe installed air monitoring equipment on private property near rail lines in Bellingham, Seattle, and the Columbia River Gorge that enabled him to analyze the emissions from hundreds of trains. He concluded that passing coal trains do in fact spread notable quantities of dust. What’s more, a small number of coal trains qualify as “super-dusters,” sending prolific volumes of coal dust into the air, clearly visible to the naked eye, as video evidence shows:

Video Player See Sightline Institute for video.

Complicating matters for the Northwest, Powder River Basin (PRB) coal—the type that would be

exported from proposed terminals in the region—is notoriously difficult to handle. One technical analysis finds that “PRB coal is extremely friable and will break down into smaller particles virtually independent of how the coal is transported or handled.” According to the study’s authors, [“PRB coal represents the extremes of handling problems.”](#)

The same analysis found that:

[Spontaneous combustion of coal is a well-known phenomenon](#), especially with PRB coal. This high-moisture, highly volatile sub-bituminous coal will not only smolder and catch fire while in storage piles at power plants and coal terminals, but has been known to be delivered to a power plant *with the rail car or barge partially on fire...* [emphasis mine].

Outside of confined environments, PRB coal does not spontaneously explode or burst into full flame, but under the wrong conditions it can self-ignite and burn slowly even while it is riding the rails—a troubling proposition for railroad workers and communities along the tracks throughout the Northwest.

BNSF has said that it’s the coal companies that have the responsibility to cover their coal en route on rail. It’s expensive to do this. The companies complained to the US Surface Transportation Board, and they sided with the railroads. If you want the link to the decision I can get that for you.

MILLENNIUM Bulk Terminals-Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

David J. Hunt, 415 W. 23rd
Spokane, WA

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

99203

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 720 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by June 13, 2016.

Does your comment relate to one or more of the following areas?

- | | | |
|--|---|---|
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input checked="" type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

A full Health Impact Assessment for this proposal SHOULD have been initiated but was not. Please do so, with opportunity for comment. This project has too many health concerns and impacts to do otherwise.

No Job is justified when it endangers the safety and health of other communities and their children

(comment continued)

(additional space is provided on the back)

Submission Number: TRANS-SPOKANE-M2-00034

Received: 5/26/2016 12:00:00 AM

Commenter: David Hunt

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is David Hunt. I'm Spokane born and raised. I support a no action alternative and denial of all permits.

Talk is cheap. And you know why? Because it's simple economics. Supply is so much greater than demand. I want to shed a little light on the argument we've heard today and we'll heard more about, and that being the economic benefits from the proposal and the rail transport of coal through our community.

These industries do not account for, pay for, or even take responsibility for very real costs and liabilities that we will all incur so that they can create their profits.

Costs involving our health, our safety, our environment, decreased home values, and community costs from emergency responses and planning, traffic impacts, and infrastructure.

Regarding health and increased health costs for many of us who will suffer from increased coal dust and coal burning and DPM.

The industries try to obscure or shift the focus away from the cost, but it's very real. It's well researched, and I've addressed this in my written DEIS comments and included the excellent research that has been done by the medical and scientific community.

The industry wants you to pay these costs and liabilities with your dollars and your sacrifices while Warren Buffet and Burlington Northern refuse to even pay to cover their rail cars to prevent spewing of toxic coal dust that the rest of us breathe.

In reality, how arrogant is that? The industry wants the profits and assets from coal mining and transport and burning to be private profits, but they want the very real costs and liabilities from their actions to be socialized, endured and paid for by the rest of us.

They got away with it in the past by promising the economic benefits, which we now know were false broken promises that put the cost and liabilities on the rest of us. It's irresponsible, unacceptable, and we're not going to buy it anymore, their promises or their cheap talk.

Submission Number: MBTL-SEPA-DEIS-0000203

Received: 5/10/2016 4:42:12 PM

Committer: Jay Hunter

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Thank you for reviewing my comments today.

Submission Number: *MBTL-SEPA-DEIS-0003357*

Received: 6/13/2016 9:37:00 PM

Commenter: Rhonda Hunter

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

This project should be denied. The coal companies cannot mitigate to prevent or make up for the worst effects of this proposal, especially exporting climate chaos by sending more coal to be burned. The coal dust threat to human health requires more than a "hotline phone" to report respiratory illness. The Columbia River cannot be protected from spills affecting the fish. And traffic delays behind mile long coal trains cannot guarantee emergency response rates will not suffer. But the biggest reason is climate change. Don't make it worse by allowing this coal export terminal. Climate wrecks are already worse sooner than predicted. Leave fossil fuels in the ground.

Submission Number: *TRANS-LV-Q1-00054*

Received: 5/24/2016 12:00:00 AM

Commenter: Rhonda Hunter

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Rhonda Hunter. I'm an ecosystem biologist. There are far too many impacts which cannot be mitigated. So this Millennium Bulk Terminal should not be built. Asthma from coal dust, pollution to fish and the Columbia River, excessive rail traffic, and more. But the worst is significant and adverse cumulative greenhouse gas emissions to worsen the climate change which is already accelerating faster and sooner than expected. We should not be exporting more rapid climate destruction in coal to Asia. This year is hotter than last year which was hotter than the record breaking year before. For the first time in 43 years, I fear drought and fire at my own small farm. Children in Cowlitz County and Washington State plus the rest of us adults need our rights to a liveable climate respected. Say no action to the Millennium Bulk Coal Terminal. We are out of time. Leave coal in the ground. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002412*

Received: 6/9/2016 6:18:55 PM

Commenter: Toni Hunter

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it's time to let it. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0001861*

Received: 6/2/2016 6:09:57 PM

Commenter: SEAN HUNTLEY

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

June 1, 2016

Dear US Army Corps of Engineers, WA Dept. of Ecology and Cowlitz County:

I support the “no action” alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). The health and safety of communities along the rail would be in jeopardy and we must transition to a clean economy and renewable power system for the sake of future generations and the planet.

Regarding health threats, the DEIS shows violations of the National Ambient Air Quality Standards (NAAQS) for particulate matter, estimated maximum monthly coal dust in Cowlitz County would exceed the trigger levels for health safety, coal dust would cover areas along the rail line, and contaminants would jeopardize water resources. It is a threat to aquatic life, fishing and salmon runs.

Regarding safety threats, the DEIS shows emergency vehicle delay at rail crossings from over 130 minutes to 20 minutes a day a along the various BNSF lines, a rail system greatly over capacity, a significant increase in train accidents, and unacceptable levels of rail service from cumulative projects.

It would be very difficult, if not impossible, to mitigate many of the affects from construction and operation of the project, if approved. Any benefits to local jobs and the community are exponentially outweighed by the negative impacts of exporting dirty coal for markets on opposite sides of the globe. We can and must have the foresight to do better than adding the equivalent of five coal-powered plants on the Colombia River.

The Final EIS should incorporate the most recent science, real world examples, and a Health Impact Assessment.

Thank you.
Julia Hurd
Burlington, WA
hurdjulia@gmail.com
360 724-3404

Submission Number: *MBTL-SEPA-DEIS-0000146*

Received: 5/9/2016 1:17:04 PM

Commenter: Brad Hurley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: *MBTL-SEPA-DEIS-0002398*

Received: 6/9/2016 6:11:05 PM

Commenter: Brad Hurley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Longview, WA is a major west coast port which provides jobs and a reason for the city to exist. It is time to move forward and allow the port to exist to it's full potential - to take advantage of it's unique geographic location on a major river and it's proximity to the Far East.

Submission Number: *MBTL-SEPA-DEIS-0003405*

Received: 6/14/2016 1:47:46 AM

Commenter: D Hurley

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done! Sincerely, D Brad Hurley
specshipx@gmail.com 98136

Submission Number: TRANS-SPOKANE-M2-00056

Received: 5/26/2016 12:00:00 AM

Commenter: Adele Hurst

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi. My name is Adele Hurst, and I'm from Spokane, Washington. I see a lot of people here talking about temporary job opportunities in Longview in the thousands and a permanent job increase in the few hundred.

But that is only in Longview. I've seen no job increases and nothing in Spokane. There's no money coming to us, there's nothing that's going to help support Spokane at all, and I don't see why we should support them.

I only see an increase in water, air, ground, and noise pollution, and a danger to everybody who's here. I hear these people talking about a much needed increase in revenue for Washington state. I would say that's not true.

We have had recent things happen in Washington state where they've been able to actually increase jobs, they've increased the amount of money that's coming into Spokane. And I would say that there's been a huge increase in revenue and jobs just raised in the past few years.

So we don't need this. We don't need coal. We're gaining jobs and revenue through this green industry.

If this terminal is built, we will see an increase in the number of trains. We already have too many. From what I've learned, every car transporting coal from start to finish loses approximately 500 pounds of coal dust, and that's just from one car. Imagine a hundred cars per day per train and 100 trains per day.

This dust is polluting our air and ground. This fine dust is working loosely to hold our railroad down. This increases the chances of a coal train derailing and makes me terrified about what would happen if we even heavier oil trains derailed.

These trains pass closely by three hospitals on their way to Longview. One of these hospitals is a children's hospital here in Spokane. And these trains pass through downtown, pass by a large amount of our sick and elderly. We should be taking care of them, not endangering them. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000135*

Received: 5/9/2016 12:51:13 PM

Commenter: Glen Huseth

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: *MBTL-SEPA-DEIS-0002148*

Received: 6/7/2016 6:35:53 PM

Commenter: John huston

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: *MBTL-SEPA-DEIS-0001899*

Received: 6/3/2016 3:27:31 PM

Commenter: Paulette Hutcheon

Organization: Microsoft Tech Support

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

As recent legislative and commercial developments indicate, coal is not likely part of our country's power future. It is irresponsible to invest in developing a very expensive port based on the hope of Chinese use of coal. China is currently investing much more extensively in alternative energies than our country as a result of their horrid air quality (which of course circulates around the world.) Coal is a sinking ship and the Chinese know it. We do those in our present coal industry a great disservice by not helping them understand the coal industry is rapidly disintegrating in the face of new and better technologies. Those people need to be helped to retrain and integrate into new technologies. Not dealing with the truth helps no one. This new facility is a dead waste of time and energy and more importantly it conveys a false sense of future to those mired in the past.

Submission Number: *TRANS-SPOKANE-M1-00001*

Received: 5/26/2016 12:00:00 AM

Commenter: Wendy Hutchinson

Organization: Millennium Bulk Terminals, Vice President of Public Affairs

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm Wendy Hutchinson, Vice President of Public Affairs for Millennium Bulk Terminals. We are located at 4029 Industrial Way in Longview, Washington.

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

First off, that coal dust is not a significant issue. That is clearly in here. And most importantly that the project will meet all of Washington's strict environmental standards. That will protect our community and environment as well.

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

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

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

Submission Number: TRANS-SPOKANE-M2-00053

Received: 5/26/2016 12:00:00 AM

Commenter: Bob Hylavich

Organization: Water Keeper Alliance

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Good evening. My name is Bob Hylavich (phonetic). I live in Missoula, Montana. I've spent 15 years living here in Spokane. I work for the Water Keeper Alliance.

I'd like make a comment pulled from my boss Robert Kennedy, Jr.

Coal (inaudible) enterprise. In nearly every stage of its production many companies that profit from it routinely defy safety and environmental law and standards designed to protect America's public health, property, and prosperity.

In fact, Don Blankenship, who you've heard here tonight, in a debate with Mr. Kennedy once said that coal mining and coal exporting could probably not be conducted without committing violations. With a business model like that, one that essentially relies on defies of the law, no wonder that someone in the industry used their indoor and political and other power to influence government officials and capture the regulating agencies.

That was in 2011, back when we first started talking about this and when it felt like those same powerful would win again.

Now it's 2016, and the masses have spoken. I urge you to be on the right side of history here and consider that a clean energy future is what we want, it's what you're hearing tonight, it's what you've heard for the last multiple years, and it's a fact that our future generation deserve. I urge you listen to the people and take no action.

Submission Number: *MBTL-SEPA-DEIS-0000704*

Received: 5/23/2016 12:50:32 PM

Commenter: Gaetano Inglima

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: *MBTL-SEPA-DEIS-0001814*

Received: 6/2/2016 5:28:57 PM

Commenter: tom inglima

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: *MBTL-SEPA-DEIS-0000159*

Received: 5/9/2016 1:42:26 PM

Commenter: Robert Ingram

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. I greatly appreciate you considering my input.

Submission Number: *MBTL-SEPA-DEIS-0002542*

Received: 6/12/2016 2:17:14 AM

Commenter: Gwen Innes

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am very opposed to this terminal. It is like building more horse carriages after the car had been invented. Spokane will become more polluted with the coal dust. Coal is not good for the environment. Coal being shipped to China so they can pollute the air is a very bad idea. We are trying to clean up our air, not make it worse. We need to spend our efforts to create jobs that support clean energy. Also, the extra trains in Spokane will cause more traffic problems. Emergency vehicles would be delayed, and lives could be lost. Coal companies are going bankrupt and do not clean up their mining sites...leaving it to taxpayers. This terminal sounds like it will be misspent money. Please do not let this terminal be constructed.

Submission Number: *MBTL-SEPA-DEIS-0002541*

Received: 6/11/2016 10:59:01 PM

Commenter: John Innes

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal will be obsolete and is now dangerous and unhealthy.

Submission Number: *MBTL-SEPA-DEIS-0002685*

Received: 6/13/2016 1:04:25 PM

Commenter: Bill Irving

Organization:

State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am opposed to the Millennium Bulk Terminal being sited in Longview, WA. In "ordinary" times, I might approve of the terminal being used for the purpose of shipping mainly coal overseas. However, these are not at all ordinary times. We know the harm to the planet and all civilization of the burning of that coal, as well as the substantial delays to first responders in times of emergencies, as well as the risk to communities along the route and the costs of cleaning up the coal dust. We know too much, and those of us living along, or near, the railroad route, and we get nothing but the risks if this terminal is approved. If these were "ordinary" times I would understand Japan and South Korea wanting to use low-cost coal to generate electricity, but we can no longer afford long-term commitments to the use of coal anywhere, especially where we have direct influence, such as in this case. Therefore, I unequivocally oppose the approval of the Millennium Bulk Terminal, and ask that you do the same.

June 7, 2016

Millennium Bulk Terminals EIS
% ICF International
710 Second Ave, Suite 550
Seattle, WA 98104

Dear Sir,

I am writing to oppose the proposed coal terminal in Longview, Washington.

Living in the Columbia Gorge National Scenic Area, I believe the coal dust from the trains enroute that would contaminate the land, air, and water of the Gorge. This is unacceptable. The end-use of this coal would accelerate the rate of climate change. These coal exports produce major environmental and public health problems here and for the earth. Please oppose the Millennium Coal Terminal.

Sincerely,
Virginia Irving
26 Prospect Ave
Hood River, OR 97031

email:
irvinggates@gorge.net

Submission Number: *MBTL-SEPA-DEIS-0001362*

Received: 5/26/2016 7:20:09 PM

Commenter: Miguel Isaac

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: *MBTL-SEPA-DEIS-0000573*

Received: 5/19/2016 6:16:02 PM

Commenter: Rick Isaacson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

ease accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: TRANS-SPOKANE-M2-00028

Received: 5/26/2016 12:00:00 AM

Commenter: Rick Isaid

Organization: Gonzaga School of Law & Center for Justice

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Good evening. My name is Rick Isaid. I'm an adjunct professor at the Gonzaga School of Law and also the executive director and an attorney at the Center for Justice here in Spokane.

I'd like to raise four points. First, coal is a bad investment for our community. It's no secret that coal's future is bleak, and a major driver is economics.

Over the past five years U.S. coal production has plummeted by more than 40 percent as power plants have been shuttered around the country and utilities move to cheaper and cleaner energy alternatives, including solar and wind power.

Arch, one of Millennium's partners, filed for bankruptcy in January. Arch has also abandoned several huge mining and infrastructure projects that are closely tied to its export plants, a giant mine and Otter Creek, Montana, and the controversial Tongue Creek Railroad.

Both of these projects were explicitly tied to its plans for this proposed terminal in Longview. And in fact today Arch pulled out of the Millennium export terminal project.

Second, Millennium has been a less-than-honest business partner to this state, resulting in delays and frankly lies to the community.

As we've previously heard, in 2010, after applying to export five million tons per year, internal emails from Millennium investors revealed secret plans to export up to 60 million tons each year. Twelve times what they publicly claimed. That discovery led to a change in the project and forced them to start over.

Lastly, despite what we've heard, increase in coal trains will impact public safety. This is well illustrated by a delay that -- or an incident that happened last May where two died as a result of delayed rescue when a plane crashed into the Spokane River. A direct cause was a ten-minute delay that resulted from train traffic. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000727*

Received: 5/23/2016 1:23:11 PM

Commenter: Mike Isom

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Please reach out with any questions.

Submission Number: MBTL-SEPA-DEIS-0002149

Received: 6/7/2016 6:37:30 PM

Commenter: Eva Isum

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: *TRANS-LV-M2-00098*

Received: 5/24/2016 12:00:00 AM

Commenter: Carly Iverson

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. My name is Carly Iverson (phonetic) from Portland, Oregon. Water is the sacred life source for all life forms. The health of the Columbia River and its watershed is vital to maintaining a survival life system for a multitude of species.

Contaminating the water with coal dust will reduce the oxygen available to fish, barnacles, and larvae. These species are vital to our tourist economy and substantive fishing along the Columbia. Water moves and changes. Sea levels swell. It gets uptaken by the plants and the food that we eat.

Coal dust from these trains and runoff will not stay within a mile radius of the proposed site. The water will take it wherever it flows. Life systems are not stagnant they are moving and deeply connected. We are all deeply wound and molded by these life systems.

We are not separate. We are part of it. It is our incredible responsibility to take care of our ecosystem thus take care of ourselves and all we cherish. Reject the proposed Millennium Bulk Terminal in Longview.

Submission Number: MBTL-SEPA-DEIS-0002243

Received: 6/9/2016 6:38:49 AM

Commenter: Jack

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

We must limit global warming to below 2C. The world is already burning too much coal. 80% of coal must remain in the ground if we are to avoid 2C warming. Do NOT build this coal export terminal.

Submission Number: *MBTL-SEPA-DEIS-0003207*

Received: 6/13/2016 6:32:22 PM

Commenter: David Jacobs

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Political biases and beliefs have no place in a permit approval process. Rather, the proper standard permit approval procedures should be followed and a scientific risk analysis performed based on facts not opinions. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you. Sincerely, David Jacobs
djacobs@cape-inc.com 97140

Submission Number: *MBTL-SEPA-DEIS-0003136*

Received: 6/13/2016 5:58:21 PM

Commenter: Toby Jacobsen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: *MBTL-SEPA-DEIS-0002600*

Received: 6/13/2016 11:07:53 AM

Commenter: Frederick Jacobson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

**Comments on Longview DEIS- Chapter 5.7: Coal Dust
Submitted by Daniel Jaffe, June 2016
Professor of Atmospheric Chemistry
University of Washington Bothell**

Comments based primarily on our two published studies

1. Diesel particulate matter emission factors and air quality implications from in-service rail in Washington State, USA, by D.A. Jaffe, G. Hof, S. Malashanka, J. Putz, J. Thayer, J.L. Fry, B. Ayres and J.R. Pierce, in *Atmospheric Pollution Research* 5, 344–351, doi: 10.5094/APR.2014.040.
2. Diesel particulate matter and coal dust from trains in the Columbia River Gorge, Washington State, USA, by D.A. Jaffe, J. Putz, G. Hof, G. Hof, J. Hee, D.A. Lommers-Johnson, F. Gabela, J.L. Fry, B. Ayres, M. Kelp and M. Minsk, in *Atmospheric Pollution Research*, doi: 10.1016/j.apr.2015.04.004.

1. The DEIS seems to imply that coal dust does not contribute to inhalable particulate matter that contributes to human health problems (eg PM2.5). This is clearly not the case. To quote from the DEIS Coal Dust fact sheet “The study found that coal dust particles from rail cars are typically large and fall close to the rail tracks.” Our data, and the Cowlitz County data, clearly indicate that coal dust constitutes a range of particle sizes including particles smaller than 2.5 micrometers in diameter. The EIS needs to clearly indicate that coal dust includes inhalable PM2.5.
2. Our peer-reviewed and published scientific analysis (Jaffe et al 2015) clearly indicates that the surfactant coating does not always work. At present there is no information on the cause of these failures. As such, it is impossible to know if additional coating facility (e.g. requiring a facility in Pasco) will significantly reduce coal dust emissions. The EIS needs to address what are the causes for failure in the surfactant coating.
3. The DEIS describes an “acceptable level of dust deposition” in terms of g/m²/month. However, nowhere does the document describe an **acceptable level of human health impacts**. Our data demonstrates short-term PM2.5 concentrations of up to 232 ug/m³ due to coal trains. These exposures were documented on private property adjacent to rail lines in the Columbia River Gorge (Jaffe et al 2015). This was due to a large, clearly visible cloud of coal dust. While the health effects of such short-term exposure have not been extensively studied, some peer-reviewed published scientific papers have documented significant health effects from short-term exposure to PM2.5 (Salvi et al 1999; Pope et al 2015; Li et al 2016). These short-term exposures are not currently regulated by the federal clean air act. Nonetheless, the DEIS should set an acceptable “nuisance” level for public health. In other words, what are the limits for coal dust and PM2.5 exposure on private property, and what are the consequences for exceeding these limits? I propose that the EIS define an acceptable level of short term coal dust/PM2.5 exposure of no more than 50 ug/m³ in a 3-minute average one time per year and that a

monitoring program be put in place to ensure this limit is achieved. Our data in the Columbia River Gorge show that approximately 97% of all coal trains would meet this standard. This limit should apply to all private property that is adjacent to rail lines that transport coal.

4. The coal dust modeling (e.g. table 5.7.2) fails to incorporate any failure rate into the calculations. Our data show that the failure rate for moving trains is at least 5%. The contribution from these coal trains where the surfactant has been misapplied (or not applied at all) likely dwarf the emissions from all other trains.
5. The DEIS reports on one study down in Cowlitz County (pg 5.7-5 main document and 2.2-4 in technical supplement). There are a number of problems associated with this study. First, this study was likely influenced by an inherent bias due to the fact that the shipper knew the date, time and location of the tests. They can then utilize their best operating conditions to minimize diesel, coal dust and other PM impacts. This is not the same as a “blind” test, whereby the shipper is not notified of the date and location of the testing. In particular, a “blind” test will identify the true failure rate for the surfactant and true coal dust emissions, whereas the biased test will not identify the true failure rate. This study apparently never saw a coal train with a PM_{2.5} concentration greater than 22 ug/m³ (Figure 4), whereas we identified coal trains with large dust plumes and much higher PM_{2.5} concentrations of up to 232 ug/m³. This is likely due to the fact that the shipper was aware of the testing that was taking place.
6. Despite point 5 above, the data from the Cowlitz study clearly show that the dust suppression methods are much less than 100% effective. This is because the observed concentrations are 4 times higher than the modeled concentrations, as shown in Figure 4 of the SEPA Coal Technical Report. Models are useful to estimate many environmental situations, but they must be constrained and confirmed by observations. In this case, the model is clearly not reproducing the observed concentrations. This can only be explained if the modeled coal dust emissions are much larger than what is being put into this model. The Cowlitz County data, shown in Figure 4, indicate that the model is under-estimating the coal dust emissions by about a factor of four. This would imply that the actual coal dust emissions are four times greater than the modeled emissions. The DEIS cites a dust suppression effectiveness of 61%, whereas the data indicate an effectiveness of only 25%. Section 2 in the technical document ends with Figure 4 and does not discuss the implications of this large discrepancy between the model and observations. It is absolutely essential that the modeling be redone with the significantly higher, and correct, coal dust emissions. Based on both the UW and Cowlitz County studies, the data show much higher dust emissions than are accounted for by the modeling.
7. Based on these results, the modeling should be redone using two different approaches: First, the model should assume that 5% of the coal trains had no surfactant (equivalent to saying that the surfactant was incorrectly applied or otherwise ineffective). The model results should then be re-evaluated based on this assumed failure rate. Second, the

modeling should be redone with a coal dust emission factor that is four times larger. This would be consistent with the Cowlitz County data presented in Figure 4 of the SEPA Coal Technical Report. This is particularly important given that the trigger level for impacts (2 g/m²/day) are already exceeded for some receptor location (Table 5.7-7) or very close to the currently model estimates (1.88 g/m²/day, Table 5.7-3) and that human health impacts from short term exposure to high concentrations have been documented.

References for health effect from short term PM_{2.5} exposure:

- Salvi et al. Acute inflammatory responses in the airways and peripheral blood after short-term exposure to diesel exhaust in healthy human volunteers. Amer. J Resp.Crit Care Medicine. 159(3), 702-709, 1999.
- Li et al. Short-term Exposure to Ambient Fine Particulate Matter Increases Hospitalizations and Mortality in COPD A Systematic Review and Meta-analysis. Chest 149 (2),447-458, DOI: 10.1378/chest.15-0513, 2016.
- Pope et al. Short-Term Exposure to Fine Particulate Matter Air Pollution Is Preferentially Associated With the Risk of ST-Segment Elevation Acute Coronary Events. J Amer Heart Assn. 4 (12), e002506m, DOI: 10.1161/JAHA.115.002506, 2015.

Submission Number: *TRANS-PASCO-M2-00036*

Received: 6/2/2016 12:00:00 AM

Commenter: Jaime

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. My name is Jaime, and I go to Chiawana High School. I'll be graduating next week.

There's quite a bit of attention that goes (inaudible) Millennium. We hear about the trains and this untruth about coal dust, but what I know is everything on this site checks out. They should build it right now. (Inaudible). I think we've studied this enough and even too much.

Let's get going and approve those permits. Those graduates need jobs. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002068*

Received: 6/7/2016 4:31:15 PM

Committer: Mel James

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: *TRANS-SPOKANE-M1-00061*

Received: 5/26/2016 12:00:00 AM

Commenter: Jan

Organization: Missoula Air Quality Advisory Council

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. I'm Jan of Missoula, Montana.

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

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

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

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

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

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

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

In a pregnant woman, this can affect the fetus she carries. It affects other organs and causes heart disease, strokes, and cancer. The Longview terminal would cause irreversible harm.

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

To do this, please, take no action.

Submission Number: *MBTL-SEPA-DEIS-0000330*

Received: 5/11/2016 2:36:27 AM

Commenter: GEORGE JANICEK

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: *MBTL-SEPA-DEIS-0000246*

Received: 5/10/2016 5:50:48 PM

Commenter: Gary Jaquier

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: *MBTL-SEPA-DEIS-0002859*

Received: 6/13/2016 2:50:25 PM

Commenter: Thomas Jarrad

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0003080*

Received: 6/13/2016 5:20:12 PM

Commenter: Thomas Jarrard

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000808*

Received: 5/23/2016 7:29:03 PM

Commenter: Tyler Jarvik

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I live in Northeast Portland a few blocks from the tracks that would be used to ship coal to the proposed Millennium terminal. It is primarily a low-income neighborhood, and as an underemployed low-income individual I am acutely aware of the need for job creation. However, I strongly OPPOSE the Millennium terminal. If I were a resident of Longview, or otherwise stood to profit directly or indirectly from it, I would still oppose the terminal. Yes, our communities need economic development, but not every economic activity that produces jobs produces a net benefit to society. Building and operating concentration camps would also create jobs, but would obviously do harm to society as a whole! The harms associated with the proposed terminal and coal trains are not limited to Longview or to communities near the railway lines. Because the ultimate burning of the coal would have a significant impact on climate change worldwide, all people everywhere are stakeholders in this decision, and opposition to the proposal is not a case of NIMBYism. In 2016, I trust that the dangers of climate change are well enough known that I need not elaborate on them, and doubtless other commenters have already done so. These are harms that cannot be mitigated. There is, therefore, no safe or appropriate site in Longview for the proposed Millennium terminal or any similar facility. Unfortunately for the coal industry, there simply is no safe or appropriate site anywhere on the Columbia river, anywhere in the Pacific Northwest, or anywhere else for that matter. At this point in history, the only safe place for this coal is to KEEP IT IN THE GROUND.

Submission Number: *MBTL-SEPA-DEIS-0001005*

Received: 5/24/2016 6:01:34 PM

Commenter: Janis Jarvis

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002475*

Received: 6/10/2016 2:18:51 PM

Commenter: Michael Jarvis

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000380*

Received: 5/16/2016 6:24:36 PM

Commenter: James Jarzabek

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Sir / Madam; I will be unable to attend the public comment meeting on May 24th, so am submitting my comments via email. I am opposed to the proposed coal export terminal in Longview. In my opinion, the negative environmental risks of ground, air, and water pollution are not compensated by the financial rewards to a few investors. As a citizen of Vancouver, I am very concerned about the increased rail traffic through our city, and the disruptive effects on the other cities and towns whose roadways will be blocked for multiple lengthy periods on a daily basis. Thank you, James Jarzabek Vancouver, Washington

Submission Number: *MBTL-SEPA-DEIS-0002679*

Received: 6/13/2016 12:59:17 PM

Commenter: Jaime Jenkins

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0002719*

Received: 6/13/2016 1:39:25 PM

Commenter: Karen Jenkins

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0002723*

Received: 6/13/2016 1:43:06 PM

Commenter: Nathan Jenkins

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0002700*

Received: 6/13/2016 1:22:28 PM

Commenter: Kevin Jenks

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0002705*

Received: 6/13/2016 1:25:24 PM

Commenter: Rhonda Jenks

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

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Submission Number: *MBTL-SEPA-DEIS-0002698*

Received: 6/13/2016 1:20:56 PM

Commenter: Wesley Jenks

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

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Submission Number: *MBTL-SEPA-DEIS-0003079*

Received: 6/13/2016 5:20:06 PM

Commenter: Andrew Jennings

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I appreciate you considering this feedback. Sincerely, Andrew Jennings jennings@conveyor-dynamics.com 98225

Submission Number: *MBTL-SEPA-DEIS-0002963*

Received: 6/13/2016 3:34:25 PM

Commenter: Dena Jensen

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I live in Whatcom County, WA, about 1.5 miles from the Cherry Point Industrial complex, where oil refineries would be in the immediate vicinity of the proposed Gateway Pacific Terminal. In order to protect our communities and the planet that supports us, I am in favor of a rapid and significant move away from the use of fossil fuel projects and a transition for our workforce to less oppressive and hazardous occupations. During the January 26, 2016 Whatcom County Council Public Hearing on Whatcom County's Comprehensive Plan, about 15-20 members of the construction and industrial labor force gave their testimony. It struck me that these workers, many of whom work at the heart of the blast zone for crude-by-rail trains and who work at refineries that we were reminded "boil oil 24/7" by speaker Michael Petrish, trustee to the Carpenters Local 70 Union, bear an unnecessarily heavy burden for the sake of our community. Corporations processing highly toxic and hazardous products load the excessive weight of personal and public safety onto their employees day in and day out. I believe our government has a duty to immediately champion programs that proactively help workers be alleviated of such dangerous labor and move to jobs that offer them a far safer and less oppressive work environment. Petrish said at the hearing, "In the old construction industry, when they built the project, death was part of the planning process: 'We're going to kill seven people on this project. We can deal with that.'" Largely thanks to the workers and the unions, that may no longer be the case. But continuing to grant permits for toxic and hazardous projects will be a huge set back to the prompt transition on to jobs which actually improve the health and benefits of the lands, waters and life forms that support life here on earth. Please make sure that the Millennium Bulk Terminals-Longview SEPA Draft Environmental Impact Statement studies the effects of mega coal operations on the workers who man them. Please study the hazardous implications of the proximity of the MBT to other industrial operations and the dangers to workers inherent in being exposed to those related hazards, along with the hazards of being exposed to toxic and potentially volatile materials on a daily basis.

Submission Number: *MBTL-SEPA-DEIS-0003004*

Received: 6/13/2016 4:30:35 PM

Commenter: Dena Jensen

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: Attachments

Submission Text

I live in Birch Bay, WA. I have been active in seeking to get a permit denial for the Gateway Pacific Terminal for the last five years. I am deeply grateful that through the diligent efforts of Lummi Nation in their extensive research of the project, their determination, community outreach, and conscientious dialogue with the Federal government, the permit for GPT was denied by the Army Corps of Engineers. Our community in Whatcom County is celebrating the Army Corps' upholding of Lummi treaty rights and a big step forward in protecting the precious lands and waters in the Pacific Northwest that sustain and uplift us. I believe that supporting Native American treaty rights and cultures provides many benefits to our states, and to the environment that supports life here on earth. As treaties are the supreme law of the land, I feel that an obligation is required of our government agencies to see to it that those rights are protected and upheld. I believe that decisions made for this EIS in regards to the Millenium Bulk mega-coal export terminal will have direct adverse effects on the fishing rights and vital cultures of tribes in the Pacific Northwest, not to mention the survival of all species of critical importance to human survival. Below are some excerpts from material about salmon decline in the Columbia River, along with a copy of a very recent study (May 2016) on coal spills causing mortality and growth inhibition in marine organisms. Please review the study (a link to it is provided below) and other best available science to get a clear assessment of the dangers posed by coal to salmon and other critical marine life. From CHRONOLOGY OF SALMON DECLINE IN THE COLUMBIA RIVER 1779 TO THE PRESENT Based on the historical record By Bill M. Bakke, Director Native Fish Society (I am attaching this file to my comment): "2009 In 1980 Congress created the Northwest Power Planning Council and its purpose is to balance hydroelectric supply with salmon production. In the last 27 years since the first fish and wildlife program was adopted and a goal was set to double the runs of salmon and steelhead, the Council is now reviewing whether the abundance can grow to 5 million fish. Since the program was first adopted most salmon and steelhead in the Columbia River basin have been listed under the Endangered Species Act. The Council takes recommendations from state, federal and tribal fish agencies and the public, runs them through a scientific filter and proposes actions to be funded by the Bonneville Power Administration. Since the program was started about \$9 billion have been spent to recovery salmon with no measurable effect." From "As salmon vanish in the dry Pacific Northwest, so does Native heritage," Darryl, Fears, The Washington Post https://www.washingtonpost.com/national/health-science/as-salmon-vanish-in-the-dry-pacific-northwest-so-does-native-heritage/2015/07/30/2ae9f7a6-2f14-11e5-8f36-18d1d501920d_story.html "Salmon populations survived a mega-drought in medieval Europe. 'Salmon are resilient,' he said. 'Their reproduction rates are very, very high. You take the dams out, and within a few years, salmon come back.' But the dams that power Oregon and Washington cities aren't going anywhere, and the current drought is intensifying. And, said Fish Commission head Brigham, salmon survived for centuries in the presence of one group of humans: Native Americans. "'Before the non-Indians came, tribes managed the natural resources and protected them,' she said. 'We were taught that if you take care of the land and the resources, the land will take care of you.'" Study: "Simulated coal spill causes mortality and growth inhibition in tropical marine organisms", <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4865754/> Sci Rep. 2016; 6: 25894., Published online 2016 May 13. doi: 10.1038/srep25894 PMID: PMC4865754, Kathryn L. E. Berry, Mia O. Hoogenboom, Florita Flores, and Andrew P. Negri Sincerely, Dena Jensen

CHRONOLOGY OF SALMON DECLINE
IN THE COLUMBIA RIVER
1779 TO THE PRESENT
Based on the historical record

By Bill M. Bakke, Director

Native Fish Society

1775 - Bruno de Heceta, aboard the Santiago, sights the Columbia River, Naming it Rio Dan Roque. Estimated historic Columbia River Salmon Runs fluctuate between 11 million and 16 million fish, of which Native North Americans may have captured 4.5 to 6.3 million. (Bottom, 2005)

1779 - Captain James Cook looked for the Northwest Passage, found the Columbia River and started the trade in beaver pelts. Trapping beaver was the first major change in salmon habitat on the west coast.

1789 McKenzie crossed the Rocky Mountains to the British Columbia Coast

1790- Britain gains rights to territory in treaty with Spain (Bottom, 2005)

1800 Up to 16 million Salmon and Steelhead return each year to the Columbia and Snake rivers

1800s-

1890s Effects of mining, logging, farming, and fishing cause decline in salmon runs

1806 Lewis and Clark crossed the continent to the mouth of the Columbia River, spend winter at Fort Clatsop and return east.

1811 David Thompson followed the Columbia to its mouth

1811 John Jacob Astor established fur trading post at Astoria

1813 Astor's Company, the Pacific Fur Company, sold to the Northwest Company

1818 Spring Chinook salmon harvest begins. (Bottom, 2005)

1821 The Northwest Company merged with the Hudson's Bay Co

1823 Astor Company exports pickled salmon to London (Bottom, 2005)

1824 Hudson's Bay Company located at Fort George (Astoria)

1825 Hudson's Bay Company establishes Fort Vancouver and Fort Colville; disease reduces Lower Chinook Indian population to half its historic level. (Bottom, 2005)

1826-

1834 The average number of beaver pelts taken is 3,000. The trapping of beaver in the Northwest was the first major ecological change of salmon habitat by humans.

- 1828 The first saw mill established at Mill Plain on the lower Columbia River by Hudson's Bay Company.
- 1829 Capt. John Dominis brings the brig Owyhee into the Columbia River to fish salmon and trade. During two summers in the area, they put up 50 barrels of salted salmon that sold in Boston in 1810 for \$.10 per pound.(Bottom, 2005)
- 1830s The depletion of beaver in the 1830s took place 100 years before the first extensive surveys of salmon habitat.
- 1840 From 1840 to 1855 is the most severe and persistent drought on record. The 1830s and 1890s are also periods of sustained low flows. Other notable low flows occur in 1775, 1805, and 1925. (Gedalof et al. 2004)
- 1843 The center for the fur industry moved north to Vancouver Island
- 1843 Irrigation begins in watershed.
- 1846 Brittan and America settle their boundary dispute and Americans continue to take beaver pelts.
- 1848 The Columbia River Basin covers an area of 259,000 square miles. Before any water resource development, over 163,000 square miles of the basin was accessible to anadromous salmonids.
- Aug. 14, 1848 Oregon Territory created
- 1848 The citizens of Oregon were concerned enough about salmon stream protection to include a provision for salmon protection in their territorial constitution of 1848. That provision required fishways at all dams. Since this law went into effect it has been poorly enforced.
- 1850 Pre-development run size is estimated to be from 10 to 16 million wild salmonids.
- 1851 Tansey Pt. Treaties with Lower Chinook Indians; only about 8,000 native peoples survive in Columbia River basin. (Bottom, 2005)
- 1852 James G. Swan was traveling by sea from San Francisco when he recorded in his diary at the Columbia River was in flood stage and that the water 30 miles off the mouth was covered with sawdust and boards.
- Mar. 2, 1853 Washington Territory created
- 1854 It was believed that humans would assume control over salmon production with hatcheries the same way agriculture controlled the production of plants and animals.
- 1855 Treaties between the United States and Columbia River Indian tribes is signed and the tribes secure the right to fish in usual and accustomed places.
- 1859 First irrigation project constructed in the Columbia Basin
- Feb.-Mar. 1865 return of smelt after 17 years absence

- 1866 First salmon cannery built on the river at Eagle Cliff by Hume and Hapgood. **It is the area's first intensive fishery; 275,000 lb Chinook catch.** Washington State adopted its first fishing gear restrictions.
- 1866 -- dredging and snagging operations conducted by Corps of Engineers on Willamette River near Portland
- 1867 **Hume and Hapgood can 18,000 cases of Chinook. Fishermen earn \$.15 per fish. (Bottom,2005)**
- 1869 On May 10th the last spike was driven into the transcontinental railroad in Promontory, Utah, opening the west coast up to fish transfers from the east coast.
- 1870 California creates a board of fish commissioners.
- 1870 **10,200,000 lb Chinook catch. (Bottom, 2005)**
- 1870 Timber around estuaries and along navigable rivers was nearly exhausted, causing a major impact on salmon spawning and rearing areas.
- 1870 The American Fish Culturists' Association was founded. It later was renamed the American Fisheries Society, a professional organization that has numerous technical journals in fisheries.
- 1871 Shad introduced from the Hudson River in New York state into the Sacramento River in California. These fish were transported over the newly constructed transcontinental railroad.
- 1872 First game laws passed by the Oregon Legislature making it illegal to use explosives or poisons to take salmon.
- 1872 On October 23rd, 30,000 chinook salmon eggs are shipped from California to the East Coast; all but 7,000 die in transit. About 200-300 hatch and are raised to fingerling size and planted unsuccessfully in the Susquehanna River in March 1873. These eggs were collected by Livingston Stone from the McCloud River in California and used the transcontinental railroad to ship the eggs.
- 1873 Stone, with a special railway car, the California Aquarium Car, leaves Charlestown, N.H. for the Pacific coast on June 3rd. Approximately 300,000 fish, including catfish, eels, bullheads, perch, bass, trout, and lobsters, are accidentally planted in Nebraska's Elkhorn River when a railroad bridge collapses. This does not end the enthusiasm for moving these species west.
- 1874 Payette River, Idaho, produced a commercial catch of 30,000 pounds of sockeye salmon or 7,000 fish.
- 1875 The U.S. Fish Commissioner, Spencer Baird, told the fishing industry that artificial propagation would eliminate the need to regulate the harvest.

- 1876 Camp Creek, a tributary to Crooked R in Oregon degraded from a meadow and willow sheltered creek to a gully of raw banks devoid of fish habitat. This creek is still degraded in 2005. This was caused by over grazing that set the creek up for failure during severe thunder storms.
- 1876 Introduced shad show up in the Columbia River.
- 1877 Oregon and Washington legislatures approve laws to temporarily close fisheries by provide no Enforcement.(Bottom, 2005)
- 1877 There are three salmon hatcheries on the West Coast. Hume begins releasing chinook salmon fry at his Rogue River hatchery. This hatchery joins the McCloud River Hatchery in California and the Clackamas Hatchery in Oregon.
- 1877 Approval granted for establishment of 20 foot Columbia River channel by means of dams, dikes and revetments
- 1878 The first salmon hatchery is built in the Columbia Basin on Clear Creek, a tributary of the Clackamas River. It was started by salmon canners to increase the supply of salmon from the Columbia River. The salmon runs were declining.
- 1878 Oregon creates a state fish commission and passed the first conservation law which restricted mesh size on the gillnet fishery.
- 1878 The Oregon Legislature enacted a one day fishing closure in this state's coastal streams, but enforcement was a problem.
- 1879 One hundred and fifty east coast striped bass are successfully transplanted by Livingston Stone to the Pacific near Martinez, Calif. Striped bass are predators and consume salmon smolts.
- 1880 In 1880, Alvin Anderson, British Columbia inspector of fisheries, realized that Pacific salmon are organized into separate local populations, with each river having its own distinct stock. He recognized that the supply of salmon in a river depended upon the number of spawners in that river. Andersons' views reflected earlier recognition that Atlantic salmon faithfully returned to their home stream. Accepting the stock concept led managers in British Columbia's salmon fishing to limit fishing effort by restricting both the timing of fishing and the type of gear permitted. Pacific salmon were believed to be genetically uniform in the U.S., spawning in rivers at random.
- 1880 Sockeye salmon runs declining and the Payette River sockeye fishery is commercially extinct.
- 1880 The number of salmon canneries on the Columbia reaches the peak of 39.
- 1880 The Woods Hole Marine Biological Laboratory in Massachusetts was established as the first government-run center for fisheries research in the United States.1880's—Corps of Engineers carried out snag removal in lower Chehalis River, throughout decade
- 1883 The year when the harvest of chinook salmon peaked on the Columbia River. There were 1,700 gillnet boats in the fishery. They took 42,799,000 pounds of fish which is about 3

million fish and processed 600,000 cases of canned salmon. Form then on the runs decline rapidly with 18,135,000 pounds taken in 1889.

- 1883 Livingston Stone surveys the Columbia River to locate a suitable hatchery site. In the United States, the influential Livingston Stone maintained that salmon ran up rivers randomly, fostering the misconception that salmon were readily transplantable from river to river. Stone's rejection of the home-stream concept encouraged reliance on hatcheries, and transplanting of stocks became a cornerstone of salmon management in the United States. If salmon had no real dependence on their home streams, then why not move them around so as not to conflict with other desired uses of the land.
- 1883 David Starr Jordan, the first president of Stanford University and the leading academic salmon biologist of his day, shared Stone's view, stating, 'It is the prevailing impression that salmon have such special instinct which leads them to return to spawn on the same spawning grounds where they were originally hatched. We fail to find any evidence of this in the case of Pacific Coast salmon, and we do not believe it to be true.
- 1884 George Brown Goode tells the World Fisheries Congress that salmon on the Columbia are under complete control of the fish culturists, even though there was no solid evidence of success. The U.S. Fish Commission viewed hatcheries as the primary management activity, saying that it was easy to make fish so abundant through artificial propagation that regulation of the harvest would be unnecessary.
- 1885 In summer, Atlantic shad are transported in a railroad car to the Pacific coast and planted in Washington Territory and Oregon waters
- 1885 Dam at Willamette Falls put in service
- 1885 Early hydroelectric development at Spokane Falls
- 1886 Columbia River chinook salmon stocks continue to show visible signs of depletion.
- 1887 Oregon establishes a three person State Board of Commissioners to enforce fish and game laws.
- 1887 Congress Directs U.S. Army Corps of Engineers to investigate causes of declining salmon runs.
- 1889 There are 57 fish wheels operating in the area 30 miles above Bonneville and near Celilo Falls. The best wheels catch 6,000 fish a day.
- 1889 The canneries began processing sockeye salmon and steelhead for the first time. A few years later chum salmon and coho were being canned. These are species that had previously been considered inferior, but the chinook catch had decline so much that other fish were needed to keep the canneries operating.
- 1889 Hydroelectric development at Willamette Falls
- Nov. 11, 1889 Washington achieves statehood

- 1890 Washington State creates the Washington Fish Commission.
- 1890 The salmon decline at Kettle Falls on the upper Columbia is severe and has been in sharp decline since 1882.
- 1890s In the Grande Ronde valley logging accounted for 15 to 20 million board feet per year and loggers used a system of splash dams which blocked salmon migration and destroyed spawning and rearing habitat.
- 1892 The Oregon Legislature establishes a hatchery fund from license fees.
- 1892 The Columbia River fishery employed 5,545 workers, and salmon were harvested by 378 pound nets, 38 seines, 1,314 gill nets, 57 fish wheels, and 75 dip nets.
- 1893 Oregon establishes the State Game and Fish Protector position beginning the combined fish and game administration in Oregon.
- 1894 Salmon investigations are started by the U.S. Fish Commission because there is an “alarming decrease in the salmon catch of the Columbia River within recent years.”
- 1894 Marshall McDonald, U.S. Commissioner for Fish and Fisheries, said, “We have relied too exclusively upon artificial propagation as a sole and adequate means for maintenance of our fisheries. We have been more disposed to measure results by quantity rather than quality, to estimate our triumphs.”
- 1895 Columbia River salmon harvest reached 30 million pounds.
- 1895 Marshall McDonald, U.S. Commissioner of Fish and Fisheries, conducted the first study of Columbia River salmon stocks and concluded that over-harvest was evident and predicted salmon abundance would decline.
- 1896 The Oregon State Fish and Game Protector said, “I am convinced that not more than 10% of the ova spawned in the open streams are hatched, owing principally to spawn-eating fish that prey on them... while from artificial propagation 90% are successfully hatched. What more need be said in favor of fish culture?”
- 1897 Federal Little White Salmon and Upper Clackamas Hatcheries begin production. (Bottom, 2005)**
- 1898 Oregon splits the fish and game management programs and creates the Board of Fish Commissioners comprised of the governor, secretary of state, and the fish commissioner. A Board of Game Commissioners followed in 1899.
- 1899 The salmon harvest declined to 18 million pounds.
- 1899 Oregon and Washington established a joint fishery management program involving two committees of both state legislatures. The purpose was to reach coordinated agreement on Columbia River fishery regulations.
- 1900 Gas engines were added to salmon boats, leading to the creation of the ocean troll fishery. It started with 500 boats and by 1915 there were 1,500.

- 1900 Log drives started on the Minam and John Day rivers. Splash dams were built on the John Day R between Spray and the Columbia River. Log drives and splash dams lasted until 1936.
- 1901 The first hatchery coho salmon fry released in Oregon.
- 1901 Oregon established the Master Fish Warden position to enforce regulations.
- 1902 H.D. Langille, Federal Surveyor of timber lands, said, "All sections contiguous to the Grande Ronde R. have been logged over and left in hopelessly denuded condition.
- 1902 The McKenzie R Hatchery began taking spring chinook eggs and the highest egg collection was in 1935 with 25.1 million eggs from 4,780 adults or 40% of the entire run above Willamette Falls. See 1946, 1948,1950, 1958, 1966,1968, (Willamette L Col R TRT 2005)
- 1903 Log drives on the McKenzie River started and lasted through 1915. This period was the heyday of log drives on the upper Willamette River.
- 1903 The abundance of spring chinook in the Molalla River had already decreased dramatically (ODF 1903).
- 1903 By this time the prime spring chinook decline was evident and to compensate, more of the harvest shifted to the fall chinook run, a fish the canners considered inferior.
- 1903 The Boise River enters the Snake River 379 miles above the mouth. This stream use to support large runs of chinook salmon and steelhead, but irrigation development exterminated the runs.
- 1903 Washington established a game code and county commissioners appointed game wardens.
- 1904 W.H.B. Kent reported that the foot hills are entirely cut, burned, and denuded by sheep grazing and all the lower elevation ponderosa pine were cut on in the Grande Ronde basin.
- 1905 Lewis and Clark Rod and Gun Club placed an order for carp (called European Wonder Fish) through Outdoor Life Magazine and released these fish in the Snake River near Lewiston, Idaho. (Keith Stonebreaker personal communication 5-05)
- 1907 The U.S. Forest Service in eastern Oregon recommended fencing creeks to keep cattle out of riparian areas for recovery. The remedies recommended in 1940 were the same and in 1991 the Malheur National Forest supervisor stated the same solutions to over grazing. The problem is that riparian areas along salmon spawning and rearing streams are still over grazed. Burning willows in along creeks is still practiced by ranchers to benefit cattle.
- 1907 Swan Falls Dam on the Snake River built by Idaho Power Company, reduces all salmon and steelhead runs above the dam. The fish ladder did not work well. In 1940 the fishway was rebuilt and fish can pass upstream.

- 1909 Sport anglers required to buy a license to fish in Oregon
- 1909 Oregon constructed Central Hatchery (later named Bonneville Hatchery) on Tanner Creek. This hatchery had the capacity to handle 60 million eggs and served as a central clearing house and incubation station for eggs collected throughout the region. Eyed eggs and fry from Central Hatchery were distributed throughout the Columbia Basin and beyond. For example, chinook eggs from the McKenzie River were stocked in the Alsea River on the Oregon coast.
- 1909 Willamette River Hatchery started and took 11,389,000 spring chinook eggs in 1918 (Wallis 1962) corresponding to 3,559 females. See 1948, 1950, 1953, 1965.
- 1909 Oregon and Washington establish for the first time consistent fishery seasons. The upper deadline for the fishery is at the mouth of Oregon's Deschutes River.
- 1910 -- Clackamas River dams put in service
- 1910-1920 - Columbia River salmon canneries reach peak production.
- 1911 Oregon's Fish and Game Boards are combined to form the Board of Fish and Game Commissioners made up of three members appointed by the governor.
- 1911 Egg take for spring chinook in the N Santiam River was 1.5 million. It was the policy to capture as much brood stock as possible. See 1934, 1947, and 1950. (Willamette, Lower Col TRT 2005)
- 1912 Ocean commercial trolling for salmon begins off mouth of Columbia
- 1912 Bull Run and Marmot Dams (Sandy River) put in service
- 1913 The position of Washington Chief Game Warden is created to enforce fishery rules.
- 1915 The legislatures of Oregon and Washington create the Columbia River Fish Compact for joint regulations of Columbia River commercial fisheries.
- 1915 Washington commercial and game fish regulations are combined under the authority of the State Game Warden.
- 1915 Oregon abolishes the Board of Fish and Game Commissioners and replaces it with the Fish and Game Commission with the governor serving as the chair of the three member commission.
- 1917 Purse seines are prohibited in the Columbia
- 1918 The Willamette River is closed to commercial salmon fishing.
- 1918 The U.S. Congress ratifies the Columbia River Fish Compact created in 1915 by the states of Oregon and Washington to provide cooperative regulation of the Columbia River commercial fishery.

- 1919 Warm Springs Dam is constructed by the Bureau of Reclamation on the Middle Fork Malheur River with no fish passage. This dam ends spring chinook and summer steelhead runs in the river.
- 1919 The Washington State Fish Commissioner said “The most important reason for artificial propagation is the fact that the natural method is extremely wasteful, which is not true of the artificial method.”
- 1919 The first school of fisheries was launched at the University of Washington
- 1920 Oregon once again changes the fish and game board, replacing it with a commission.
- 1920 The U.S. Forest Service planners knew they were authorizing logging that would ensure that harvest levels would collapse by the 1990s in eastern Oregon watersheds.
- 1921 Oregon established separate fish (3 members) and game (five members) commissions with members appointed by the legislature and then later they were appointed by the governor. Oregon establishes a tax on commercial fishery landings.
- 1921 Washington abolished the State Fish Commission and replaced it with the Departments of Fisheries and Game.
- 1923 Whip seines are prohibited in the Columbia
- 1926 The Columbia River fishery had expanded to 1,790 gill nets, 506 traps, 94 seines, 48 fish wheels, 291 dip nets and 342 trollers.
- 1927 Fish wheels are banned on the Columbia in Oregon followed by Washington in 1935.
- 1928 The peak chum salmon harvest of 8.4 million pounds or 700,000 fish takes place.
- 1928 There are 15 hatcheries operating in the Columbia Basin and a total of 2 billion fry are released into the river.
- 1930s In eastern Oregon and Washington watersheds there was a prolonged drought with less than one third of the normal rain fall during the summers. Rain fall averaged only 0.16 and 0.25 inch of rain fall in July and August during the 1930s. This compared to the period 1911 to 1922 when rain fall averaged 0.45 inch. In the interior Columbia River Basin the 1930s drought was probably matched only once for length in the last 250 years; although the drought of the 1840s was probably more server in terms of sustained low flows. The 1930s drought should not be regarded as an anomalous event, but is likely a typical fluctuation of the Columbia River system. (Gedalof et al. 2004)
- 1930 John Cobb, University of Washington concluded that artificial propagation could become a threat to the Pacific salmon fishery. Fish managers had to put aside their optimism and stop relying on hatcheries alone to increase or maintain the fishery.
- 1930 On May 21st, the Preservation of Fishery Resources Act (Mitchell Act) is passed to provide for the conservation of the fishery resources of the Columbia River.

- 1931 Merwin Dam is completed on the N.F. Lewis River in Washington, blocking this large tributary to the lower Columbia River to salmon and steelhead. It is later followed by Yale Dam, 1953, and Swift Dam in 1958.
- 1932 The Washington Legislature separated food and game fish management and created the Department of Fisheries under an appointed director and the Department of Game under a six member commission.
- 1932 Powder River is a large tributary to the Snake River in Oregon. It was a magnificent salmon and steelhead stream. Thief Valley Dam was constructed in this year by the Bureau of Reclamation. No fish passage was provided and the salmon runs were eliminated. People at the dam reported that large numbers of coho salmon and steelhead blocked by the dam showed up for several years and then disappeared.
- 1933 Rock Island Dam is constructed on the upper Columbia and has fish passage problems.
- 1933 Owyhee Dam is constructed on the Owyhee River terminating salmon and steelhead in that river and the only salmon run in the state of Nevada. This dam was built to serve irrigation interests by the Bureau of Reclamation. No fish passage was provided.
- 1934 The commercial sale of steelhead in Washington is prohibited.
- 1934 The Columbia River Investigations program begins at the Montlake Laboratory and is closely associated with the water use development program for the Columbia River basin. An early and major part of the program is a comprehensive survey of all accessible salmon streams in the Columbia system.
- 1934 The largest egg collection for spring chinook in the North Santiam River happened this year with 13.2 million eggs from 4,125 females. (Willamette L Col R TRT 2005)
- 1935 Fish wheels, haul seines, traps and set nets are prohibited in Washington.
- 1935 Beulah Dam is constructed by the Bureau of Reclamation on the North Fork Malheur River without fish passage. This dam ends the chinook and steelhead runs in this river. The Malheur watershed is 4,750 square miles supporting large runs chinook and steelhead. Irrigation development and dam construction terminated these unique runs of wild salmon and steelhead.
- 1937 Oregon and Washington fisheries officials permitted to change fishing seasons. Prior to this the state legislatures were the only body to change seasons.
- 1938 Bonneville Dam is constructed on the Columbia 140 miles above the mouth. This dam was originally designed without fishways by the Army Corps of Engineers. Commercial fishing was prohibited five miles below and 15 miles above the dam.
- 1938 The peak steelhead harvest is 2.6 million pounds or 293,000 fish.
- 1938 The fish management agencies consider a 50% harvest rate excessive to the maintenance of the runs, yet 80% of the spring chinook and 65% of the fall chinook are taken in the commercial fishery.

- 1938 Willis Rich developed the Home Stream Theory of salmon management based on salmon tagging studies. He determined that salmon home to the streams where they were hatched. He held that proper conservation of salmon required protection of the salmon in each stream and the habitats that supported them. Rich's work confirms what Canada's Anderson determined in 1880, and runs counter to the U.S. concept of random spawning advocated by Livingston Stone and David Starr Jordan in 1883. But did Rich's home stream theory transform U.S. salmon management?
- 1938 Congress passes the Mitchell Act and authorizes \$500,000 to correct the impacts of mainstem dams and other human activities in the basin. This money was used primarily to count salmon populations and inventory habitat conditions in the Columbia River tributaries, but morphed into hatchery development from Bonneville Dam down river.
- 1938 The Payette River was first surveyed for salmon production in this year. This river supported a large run of sockeye salmon, chinook and steelhead. It is a large Idaho tributary to the Snake River Dam construction (Black Canyon, 1923; and numerous smaller dams without fish passage) and irrigated agriculture destroyed the river for salmon and steelhead.
- 1939 Unity Dam is completed on Burnt River, a tributary of the Snake River, 326 miles above the mouth. This dam was completed without fish passage. Its purpose is to provide irrigation water. A watershed of 1200 square miles and is removed form salmon and steelhead production.
- 1939 Waltherville Dam on McKenzie River put in service
- 1939 Fisheries biologist Rich predicts rapid "extermination of a large part of the remaining runs of Chinooks and bluebacks. (Bottom, 2005)
- 1940 Abiqua Cr., a tributary of the Pudding River had 250 spring chinook adults (Parkhurst 1950). **Is this run extinct?**
- 1941 Grand Coulee Dam is completed, eliminating 1,100 miles of salmon habitat in the upper Columbia for chinook, sockeye and steelhead. It is estimated that 90% of the sockeye runs in the Columbia were exterminated by this dam. The Spokane River salmon runs were terminated. This was one of the rivers that Livingston Stone identified in 1894 for a hatchery sight due to its strong salmon runs. A massive salmon transplanting effort moved upper Columbia River salmon to tributaries below the dam, believing that this would somehow rescue the runs.
- 1942 Eastern Oregon and Idaho salmon and steelhead streams are surveyed. This U.S. Fish and Wildlife Service report published in 1950 evaluates the environmental conditions of rivers for salmon production. This is the first extensive inventory of these watersheds. The early settlement of this area and irrigated agriculture has degraded most watersheds, ruining their value for salmon production. In addition, turn of the century irrigation dam construction by the Bureau of Reclamation eliminated salmon and steelhead runs from most watersheds. These dams were build without fish passage and there was no mitigation for any fish losses. However, some streams still had native runs of summer steelhead and spring chinook. An example is Eagle Creek, a tributary of the lower Powder River in Oregon.
- 1942 Weiser River, Idaho, still had a few chinook and summer steelhead using it. The biologists recommended that this watershed be saved by screening irrigation diversions and providing fish passage around irrigation dams. The headwaters of this river has a large amount of good spawning gravel.

- 1944 In September the Hanford Plant begins operation to produce plutonium
- 1945 A study on the population dynamics of salmon spawning in the tributaries of the Columbia River begins with funding by U.S. Army Corps of Engineers.
- 1946 The Mitchell Act is amended by Congress to permit the Secretary of Interior to enter into agreements with the states of Oregon, Washington and Idaho to use their hatcheries to enhance Pacific salmon runs. The Lower Columbia River Fishery Development Program was established which authorized the construction of 31 hatcheries in the Columbia Basin, but only 21 were built.
- 1946 Craig and Townsend observed that spring chinook juveniles moved downstream from February throughout the year. This 0-age juvenile migration was noted in other Willamette R tributaries. It was believed these fish were rearing in the lower Willamette and Columbia rivers. Scale analysis showed that 13.5% (8 out of 59) fish entered the ocean as subyearlings. See 2005 (Willamette, L Col R. TRT 2005)
- 1947 Molalla River run size estimated to be 500 spring chinook (Mattson 1948) In 1903 ODF surveys indicated the Molalla spring chinook run was already dramatically decreased and surveys in 1940 and 1941 recorded 882 and 993 spring chinook respectively, he estimated that the basin could support 5,000 adult spring chinook. (Parkhurst 1950)
- 1947 Mattson (1948) the spring chinook run size in the North Santiam River is estimated to be 2,830 fish. (Willamette, L Col TRT 2005)
- 1948 The McKenzie R historic spring chinook spawning areas included the mainstem McKenzie R, Smith R, Lost Cr., Horse Cr., South Fork, Blue R., and Gate Cr. (Mattson 1948). “Currently the McKenzie River is the only basin above Willamette Falls to sustain any level of natural production” (Willamette, L Col R TRT 2005).
- 1948 The Middle Fork of the Willamette spring chinook had declined to 60 fish (Mattson 1948).
- 1948 The USFWS (1948) reported that suitable spawning gravel existed in the lower Row River (Willamette R) and Mosby Cr, but spring chinook were exterminated by flash dams constructed during logging operations.
- 1949 Drag seines, traps and set nets are prohibited in Oregon effective Sept. 14, 1950. The salmon wars between gill netters and other harvesters are being won by the gill net fishermen.
- 1949 Lewiston Dam on the Clearwater River in Idaho is built. It is a partial block to steelhead and spring chinook salmon. This dam was taken out in 1972.
- 1950 Parkhurst estimated that there was sufficient habitat in the North Santiam to accommodate at least 30,000 adults.
- 1950 Parkhurst estimated the Calapooia had habitat for 9,000 spring chinook, but the 1941 run was only 200 adults and Mattson (1948) estimated the run to be 30 fish in 1947. See 1995. (Willamette, L Col TRT 2005)
- 1950 Parkhurst (1950) estimated the McKenzie R had suitable habitat for 80,000 spring chinook.
- 1950 Parkhurst estimated that Fall Cr tributary to the Middle Fork Willamette R could support several thousand spring chinook. (Willamette, L Col R. TRT 2005)
- 1950 From 1950 to 1987 is notable for having no multiyear droughts in the bottom 15 percentile. (Gedalof et al 2004)

- 1953 McNary Dam is completed just downstream from the mouth of the Snake River. This dam removed mainstem spawning areas for fall chinook and created passage problems.
- 1953 Federal dam construction in the Willamette River Basin begins. Seven large dams are built between 1953 and 1968. These dams block wild spring chinook and winter steelhead from most of the high quality spawning grounds in the basin.
- 1953 Lookout Point and Dexter dams are completed on the Middle Fork of the Willamette R eliminating 345 km of salmon habitat (Cramer et al. 1996). Only Fall Cr basin remains accessible to spring chinook and winter steelhead. See 1965 and 1995.
- 1955 Chief Joseph Dam is completed and eliminates mainstem spawning on the upper Columbia.
- 1956 The Dalles Dam is completed just downstream from the mouth of the Deschutes River. The reservoir behind this dam flooded historic Native American fishing grounds at Celilo Falls. This dam was supported by the states because they believed the Indian harvest of salmon would be eliminated and the salmon would be saved.
- 1957 Pelton Dam is completed on the Deschutes River in Oregon, blocking spawning areas for spring chinook, steelhead and sockeye salmon. The national fight to save the Deschutes was lost.
- 1958 Brownlee Dam is completed on the Snake River, blocking all salmon migration into the Snake above that point, eliminating salmon spawning in the Boise, Weiser, Payette, Malheur, Powder, Salmon Creek, and many other watersheds.
- 1958 The original and long standing objective of hatcheries is to maintain the supply of salmon, i.e., replace natural production lost to habitat destruction and over-harvest. But the evaluation of hatchery programs focused on whether hatcheries contribute to the fisheries. This divergence between the goal and evaluation lead to an outcome where salmon could continue to decline but hatchery program were considered a success as long as the cost of artificial propagation was less than their economic contribution to the fishery. The cost of hatchery production did not include the loss of natural production resulting from watershed development or from hatchery operations.
- 1958 From 1921 through 1958 the harvest of chinook in the Columbia averaged 15 million pounds, down from the average catch of 25 million pounds in the period 1889 to 1920. Form 1954 to 1958 the average harvest was only 6.9 million pounds. Some of this decline is attributed to an expanding ocean troll fishery, but a chinook decline in the river is still evident for this period.
- 1958 A OFC survey observed 3,198 spring chinook redds in the McKenzie River (Willis et al. 1960) See 1963.
- 1959 Priest Rapids Dam is completed on the Columbia above the mouth of the Snake River. This dam removes mainstem spawning for fall chinook and presents a passage problem for all species.

- 1959 Two new fishways are completed on Columbia River tributaries for a total of 20 major fishways constructed since the Columbia River Fishery Development Program began in 1948.
- 1960 Hatchery production increased rapidly due to improved diets and disease control. The release of chinook in the Columbia increased from 61 million fish in 1960 to 144 million in 1989 and a peak of 160 million in 1988. But as releases of hatchery fish increased, the return of adult chinook decreased.
- 1960 Doubling the hatchery program for chinook salmon did not result in a sustained reversal of the decline from earlier years. Hatchery fish now make up 80% of the returning salmon and steelhead in the Columbia. By limiting the focus of hatchery evaluations on cost-benefit analysis fish managers declare the hatchery programs a success even though the program failed to achieve its mitigation objectives and total abundance in the Columbia continues to decline.
- 1960s Spring and summer chinook smolt to adult return rates of these populations fell from greater than 4% in the mid to late 1960s when only four dams were in place, to generally less than 2% during the 1970s after seven or eight dams were in operation on the Columbia and Snake rivers. (Raymond 1988, Williams et al. 2001).
- From 1966 to 1968, with only four or five dams in place on the Columbia and Snake rivers, the per dam survival estimates for chinook and steelhead was 45%. Survival estimates decreased to 20% as dams were added in the 1970s. During low flow conditions of 1973 and 1977 survival for chinook was 1-3% and for steelhead less than 1%. For the years 1993-1999 per project survival estimates ranged from 31% to 59%. In some years system survival rates exceeded that of the 1960s when only four dams and reservoirs existed. (Williams et al. 2001).
- 1960 Introduced shad have increased greatly from 1960 to 1990 with 2-4 million adults per year migrating up the Columbia past Bonneville Dam. They migrate 600 km up the Columbia and Snake. Interactions with salmonids is unknown, but they share the same food resources in the river and may be competitive in the ocean. The transformation of the Columbia by dams has created the spawning and rearing environment that favors shad.
- 1961 Rocky Reach Dam on the Columbia and Ice Harbor and Oxbow dams on the Snake are completed. Oxbow is a block to upstream migration. When the Oxbow reservoir was filled, the Snake River downstream was dewatered, killing thousands of salmon.
- 1961 The first comprehensive program to study juvenile salmonid migrants in the Columbia and Snake Rivers is initiated.
- 1961 Hills Dam (Willamette River) put in service
- 1963 Mayfield Dam on the upper Cowlitz River, a large tributary to the lower Columbia River is completed, blocking wild spring chinook, coho, fall chinook, winter steelhead and summer steelhead from most of the high quality rearing grounds in the basin. In 1968 Mossyrock Dam is built.
- 1963 Wanapum Dam is completed on the upper Columbia.

- 1963 Cougar Dam on McKenzie River put in service, eliminating 56 km of spawning habitat on the South Fork McKenzie R. The SF McKenzie was considered the best salmon producing stream in the drainage (USFWS 1948). (Willamette, L Col R TRT 2005)
- 1965 Summer chinook fishing is closed on the Columbia to protect the stock. A total of 63,500 adults passed Bonneville Dam in that year.
- 1965 Fall Cr Dam included fish passage, but they worked only during high flow years.
- 1966 Lower Columbia River coho salmon have a spawner abundance of 38 fish per mile
- 1966 Fall chinook spawners number 12,800 in the Snake River.
- 1966 Dams on Santiam River put in service
- 1967 Hells Canyon Dam is completed on the Snake River. This dam is a complete block to fish passage and removes about 80% of the fall chinook spawning habitat in the Snake River.
- 1967 Wells Dam completed on the upper Columbia. This dam inundated important spring chinook spawning areas.
- 1968 The tribes file the U.S. v Oregon law suit to protect their treaty fishing rights and gain commercial fishing rights to the Columbia above Bonneville Dam...
- 1968 The governors of Oregon, Washington, and Idaho establish the Columbia River Fisheries Advisory Council composed of the fish and game directors of these states. This later becomes the Columbia Basin Fish and Wildlife Authority.
- 1968 John Day dam is completed on the Columbia just downstream from the John Day River. This dam remains a major problem for fish passage.
- 1968 Leonard A. Fulton, a biologist with the NMFS, estimated that an average of 34,000 fall chinook spawned between John Day and McNary Dams. He indicated that significant numbers spawned in the area inundated by McNary Dam.
- 1968 Blue River Dam on McKenzie River put in service, eliminating 32 km of spring chinook spawning habitat. (Willamette, L Col R TRT 2005)
- 1969 Lower Monumental Dam is completed on the Snake River creating passage problems and high concentrations of gas bubble disease.
- 1969 Commercial fishery rules above Bonneville Dam are established to include the area from the Bridge of the Gods to the mouth of the Umatilla River, with closures at mouths of rivers, dams, and with gear restrictions.
- 1960s-1970s Nitrogen supersaturation kills thousands of salmon due to spill at dams.
- 1970 Little Goose Dam completed on the Snake River, creating passage problems.

- 1972 Dworshak Dam is built on the North Fork Clearwater River in Idaho, blocking this large productive tributary to B-run steelhead and spring chinook. The reservoir is 50 miles long and the dam is near the mouth of the river. A hatchery was constructed to mitigate for the dam.
- 1973 Severe drought in the Columbia River Basin caused low flow conditions and extreme mortality for salmon and steelhead passing through eight hydro dams from the Snake River to below Bonneville Dam. Spring chinook juveniles survival was 1-3% (97-99 percent mortality) and summer steelhead survival was less than 1% (>99 percent mortality) (Williams et al. 2001). See 2001.
- 1973 The Endangered Species Act passed by Congress. Fish agencies begin review of salmon and steelhead status for upper Columbia and Snake rivers under the ESA. This review was suspended in 1978 in anticipation of the N.W. Power Planning Act passed by Congress in 1980. It was believed that the Power Act would supply the money and measures to recover depleted salmon and steelhead runs.
- 1974 Dworshak Dam is completed on the North Fork Clearwater River in Idaho. This blocked the major production area for B-run summer steelhead in the Columbia Basin. Dworshak Hatchery was built to rescue this unique steelhead run.
- 1975 The Columbia River sockeye salmon fishery is closed.
- 1975 Chum salmon harvest in the lower river is a record low of 5,700 pounds or 500 fish. This represents a 99% reduction in chum salmon abundance since 1928.
- 1975 By initiative measure the citizens of Oregon prohibit the sale of steelhead by commercial fishermen. The tribes are excluded from this law and continue to sell steelhead.
- 1975 The Oregon Fish Commission and Wildlife Commission are merged to create the Oregon Department of Fish and Wildlife.
- 1975 Lower Granite Dam is completed on the Snake River. Salmon and steelhead in the Snake Basin have eight dams to cross twice in their life cycle.
- 1976 Spring chinook fishery is closed in the Columbia River.
- 1976 Scientists discover a shift in ocean productivity resulting in lower survival in northwest salmonids for the next twenty years. The combination of poor ocean survival and freshwater mortality caused by dams create a severe decline in upriver stocks.
- 1976 Foster Dam blocks nearly all historical spring chinook spawning areas in the Middle Santiam River, Quartzville Creek, and South Santiam River. (Willamette, L Col R TRT 2005).
- 1977 Since 1957 summer chinook decline is 75%, the spring chinook decline is 50%, and fall chinook decline is 90%.
- 1977 Low flows in the Columbia and Snake rivers are caused by a severe drought causing a 97 to 99 % smolt mortality passing the eight mainstem dams.

- 1977 The federal court approved a five year management and allocation agreement between the states and tribes for salmon and steelhead.
- 1977 The four Columbia River treaty Indian tribes (Warm Springs, Nez Perce, Umatilla, and Yakima tribes) form the Inter-Tribal Fish Commission to represent their interests in the salmon fishery above Bonneville Dam.
- 1978 The Oregon Department of Fish and Wildlife establishes for the first time in its history a wild fish policy. The policy is primarily concerned about where hatchery fish will not be released rather than an ecologically based protection plan. This policy is adopted as a result of public insistence.
- 1978 Evaluation of hatchery steelhead on the Deschutes River showed that interbreeding between hatchery and wild fish reduced survival and adult production. This study showed that hatchery fish survive better in the hatchery environment than in natural streams and that wild fish survival was poor in the hatchery while performing much better than hatchery fish in streams. This was the first study to raise concerns about using hatcheries as the primary mitigation tool for habitat destruction.
- 1979 Only 30 sockeye salmon cross Ice Harbor Dam on the Snake River.
- 1979 Idaho closes its spring chinook fishery.
- 1979 Oregon approves a policy to forego spawner abundance goals for coho salmon on the lower Columbia River in order to maximize the harvest of hatchery coho. Hatchery fish would be out-planted into tributaries to supplement the lack of natural spawners.
- 1979 The wild coho spawner abundance declines to 2 spawners per mile in tributaries to the lower Columbia River.
- 1980 Fall chinook in the upper Columbia River decline 50% over the past ten years.
- 1980 Congress passes the N.W. Power Act and makes salmon protection and enhancement equal with power production in the Columbia Basin.
- 1980 Congress passes the Salmon and Steelhead Enhancement Act to create a coordinated management structure for the fisheries and to plan for enhancement. Planners met for several years and held public hearing on their plan but it was never funded.
- 1981 Prior to 1981 the investment of funds on salmon in the Columbia has been about \$500 million with 43% going toward hatcheries, 37% to passage, less than 1% for habitat, and 20% for research.
- 1982 161 million salmon smolts are released annually into the Columbia River, yet the runs continue to decline.
- 1982 The first fish and wildlife program of the N.W. Power Council is adopted for the Columbia River. The fish agencies argue: "Mixed stock fisheries successfully operated for many years on upriver stocks without causing depletion, prior to full hydroelectric dam development on the mainstem Columbia and Snake rivers." These agencies take

- exception to the Power Council's emphasis on restoration of wild fish and take a stand for more hatcheries.
- 1982 No specific recommendations were received regarding the maintenance of wild stocks on the Columbia River by the fish management agencies on the Columbia River in the first regional fish and wildlife plan adopted by the Power Planning Council for the Columbia Basin.
- 1983 A very powerful El Nino event warms the ocean causing poor returns of salmon, but increased rain and snow fall through 1985 improve rearing conditions in the Columbia Basin and survival of fish increase. Salmon that migrate to ocean rearing areas off Alaska survive at a higher rate than stocks that have a more southern distribution during El Nino events.
- 1985 The Columbia River salmon resources have been harvested by non-Indians for 124 years and the management of the salmon resources have been in place for 90 years.
- 1985 The U.S. and Canada sign a salmon interception treaty after 20 years of negotiations. The runs are so depleted in both countries the treaty is needed. However, this treaty will not be renewed and remains unsigned in 1998.
- 1985 The current Columbia River salmon and steelhead run size is about 2.5 million fish of which about 80% are of hatchery origin. The new Fish and Wildlife Program seeks to double the runs.
- 1985 The estimated loss of anadromous salmonids in the Columbia is between 7 and 16 million fish. Wild salmon and steelhead represent just 3% of their historic abundance.
- 1985 In the Columbia Basin 31% of the stream miles that use to be available for salmon spawning and rearing have been blocked or degraded so they are no longer in production. This means that 55% of the total watershed has been removed from production, or 9,000 miles of stream.
- 1985 In Oregon over 4,000 miles of streams once available to anadromous fish have been removed from production.
- 1986 Coho salmon in the Snake River go extinct. Fish management agencies did not regulate the fisheries to meet spawner abundance goals to perpetuate this species.
- 1986 The Mitchell Act fish recovery funding spent 79% on hatcheries and 10% on habitat improvement and screening of irrigation diversion.
- 1988 The federal court approves an agreement between the states and tribes under U.S. v Oregon that creates the Columbia River Fish Management Plan. Fisheries management and hatchery production will be managed through this court ordered agreement. This plan also gives the tribes a certain allocation of the fish and the states must restrict their harvests before they can restrict the tribes.
- 1988 The NW Power Planning Council adopts the Protected Areas Program placing 44,000 miles of salmon and steelhead streams off limits to hydroelectric dam development. The

- Council found that hydro development and salmon health were incompatible. The protected areas rule advises the Federal Energy Regulatory Commission.
- 1990 Coho salmon in the lower Columbia River decline to less than one spawner per mile, and citizens prepare a petition to list the wild coho as an endangered species.
- 1990 The Shoshone-Bannock tribes petition to list sockeye salmon in the Snake River as an endangered species. In 1991 no adult sockeye returned to their natal waters of Redfish Lake in the Salmon River Basin. This sockeye run had not been managed to deliver enough adults to perpetuate the run.
- 1990 This year only 75 wild fall chinook, 135 wild summer chinook and 244 spring chinook pass above Lower Granite Dam. Extinction is at hand.
- 1991 Total expenditures for salmon protection on the Columbia River from 1981 to 1991, based on a GAO report, were \$1,400,000 with 40% going toward more hatcheries, 34% for fish passage at dams, 7% for habitat protection, and 20% for research. The salmon runs continue to decline.
- 1991 Snake River sockeye salmon are listed as an endangered species. This is the only sockeye population in the world that migrates so far inland to spawn and at such a high elevation. <http://www.nwr.noaa.gov/1salmon/salmesa/socksnk.htm>
- 1991 The first status assessment of west coast anadromous salmonids was published by the American Fisheries Society in the March-April edition of *Fisheries*. This study is called Pacific Salmon at the Crossroads, identified 214 native wild populations in Oregon, Washington, Idaho, and California. Of these 101 are at high risk of extinction, 58 are at moderate risk of extinction and 54 are of special concern. There are 76 stocks in peril within the Columbia Basin.
- 1991 Senator Hatfield of Oregon organizes a formal meeting of all interest groups in the Columbia Basin in an effort to resolve the salmon decline and build a recovery program. It became known as the Salmon Summit. A few commitments were made, but it did not result in a recovery plan of salmon.
- 1991 The U.S. Forest Service re-evaluates the number and size of large pools in streams that were first evaluated in 1940. They looked at 204 stream miles in 15 watersheds. In all managed watersheds large pool habitats decreased 30 to 70% while in all wilderness watersheds, the number of large pools were either stable or grew in size.
- 1992 The Snake River spring, summer, and fall chinook are listed as a threatened species under the Endangered Species Act. This was in response to a petition from the public not the fish management agencies. The spring and summer chinook had escapement goals but they were never achieved and the fall chinook had no escapement goal and were managed, like the Snake River sockeye and coho, for extinction.
<http://www.nwr.noaa.gov/1salmon/salmesa/chinsrs.htm> (spring/summer chinook)
<http://www.nwr.noaa.gov/1salmon/salmesa/chinsrf.htm> (fall chinook)
- 1992 The National Marine Fisheries Service finds that lower Columbia River coho salmon are not warranted for listing under the ESA because no distinct native wild populations can be found in the lower river. The conclusion is that lower Columbia River wild coho

- salmon are extinct and the fish that are found in spawning streams are stray hatchery stocks. The extinction of lower Columbia River coho is the result of Oregon and Washington fishery management that maximized harvest of hatchery coho and set no conservation standards for wild coho salmon. This official approach to fish management set the stage for coho salmon extinction.
- 1992 The Oregon Department of Fish and Wildlife revised its wild fish management policy setting out gene conservation goals for wild fish management for the first time. The agency also establishes a natural production program with five biologists for the first time in history. Public advocacy rather than agency initiative created this change.
- 1992 The Washington Department of Fish and Wildlife complete the first status report for sea-run salmonids in the state called the SASSI (Salmon and Steelhead Stock Inventory) <http://wdfw.wa.gov/fish/sassi/sassi.htm>
- 1993 The Washington legislature caused the Washington Department of Fisheries and the Department of Wildlife to merge into the department of fish and wildlife. The commissioners are appointed by the governor.
- 1993 U.S. District Judge Malcolm F. Marsh orders the federal government to improve dam operations on the Columbia to reduce their hazards to salmon.
- 1994 The U.S. Fish and Wildlife Service conducted a review of the national fish hatchery program and they found the program needed a fundamental redirection toward supporting ecosystem management that restores depleted populations and recovers ESA-listed stocks. A well defined national fish hatchery program with definite goals, objectives, and evaluation did not exist.
- 1994 Ocean salmon fishing is banned for first time off the northern Oregon and Washington coasts.
- 1994 Washington fish and game biologists file ESA petitions on behalf of 9 coho salmon runs in Puget Sound. This is the first time a fish management agency initiated action under the ESA to protect wild salmon.
- 1994 Native Fish Society requests independent scientific evaluation of harvest on ESA-listed salmonids in the Columbia River. This evaluation is not completed until 2005. A reason noted by the Power Planning Council is that this evaluation is resisted by the fish management agencies.
- 1995 The federal government dictates that more water in the Columbia and Snake rivers must be used for salmon instead of power production and irrigation.
- 1995 Nicholas (ODFW 1995) considered the Calapooia R spring chinook run extinct and Fall Cr spring chinook, tributary to the MF Willamette R to be extinct. (Willamette, L Col R TRT 2005).
- 1996 The second independent scientific review of Pacific salmon status is published by the National Research Council. The NRC states that management of hatcheries has adverse effects on natural salmon populations. The book, *Upstream*, makes recommendations for salmon management and recovery, but there is no institutional means by which they can be implemented in the Columbia Basin. This status review was secured by Senator

- Hatfield, following the Salmon Summit. The NRC concludes that current hatchery practices do not operate within a coherent strategy based on the genetic structure of salmon populations and lack genetic guidance from an explicit conservation policy.
- 1996 Senator Gorton, ® Washington, required the NW Power Planning Council to establish independent science advisory panels to review projects before funding approval by the Council and the Bonneville Power Administration. This required, for the first time, that salmon projects be submitted for scientific review. This requirement set in motion the use of independent scientific teams at the state level, resulting in the formation of the Oregon Independent Multidisciplinary Scientific Team and the Hatchery Scientific Review Group in Washington state.
- 1996 The Independent Scientific Group of the NW Power Council reviewed the hatchery program and said hatcheries can have adverse effects on wild fish and have failed to replace or mitigate for lost natural production of salmonids. All three evaluations agreed that hatcheries have failed to meet objectives, they created adverse effects on natural populations, and performance evaluation is lacking.
- 1997 The native steelhead of the upper Columbia River are listed endangered under the ESA by the NMFS. This includes all populations upstream from the Yakima River.
<http://www.nwr.noaa.gov/1salmon/salmesa/stlhucr.htm>
- 1997 Native steelhead in the Snake River Basin are listed threatened under the ESA by the NMFS. <http://www.nwr.noaa.gov/1salmon/salmesa/stlhsrb.htm>
- 1997 Washington Department of Fish and Wildlife adopt the Wild Salmonid Policy after years of debate. Director Bern Shanks advocated the policy and was removed from office. The goal of the policy is to protect, restore, and enhance the productivity, production, and diversity of wild salmonids and their ecosystems...
- 1997 The U.S. Congress directed the Northwest Power Planning Council, with the assistance of the Independent Scientific Advisory Board, to conduct a thorough review of all federally funded hatchery programs in the Columbia River Basin.
- 1998 Native steelhead in the lower Columbia River are listed as a threatened species by the NMFS. The ESU includes all naturally spawned populations of steelhead (and their progeny) in streams and tributaries to the Columbia River between the Cowlitz and Wind Rivers, Washington (inclusive) and the Willamette and Hood Rivers, Oregon (inclusive). Excluded are steelhead in the upper Willamette River Basin above Willamette Falls and steelhead from the Little and Big White Salmon Rivers in Washington.
<http://www.nwr.noaa.gov/1salmon/salmesa/sthlcr.htm>
- 1998 Human development of the basin has reduced the area available to salmon and steelhead to just 73,000 square miles. Of all salmon and steelhead habitat in the basin, 55% of the area and 31% of the stream miles have been eliminated by dam construction.
- 1998 The Oregon Department of Environmental Quality completes a list of water quality limited streams. Excessive stream temperatures that do not support salmonids are found in 5,863 miles of streams in Oregon's part of the Columbia Basin.

- 1999 Chum salmon in the lower Columbia River are listed as a threatened species under the ESA. <http://www.nwr.noaa.gov/1salmon/salmesa/chumcr.htm>
- 1999 Fall chinook in the lower Columbia River are listed as a threatened species under the ESA. <http://www.nwr.noaa.gov/1salmon/salmesa/chinlcr.htm>
- 1999 Spring chinook in the Willamette River above the falls and the Clackamas River listed as threatened. <http://www.nwr.noaa.gov/1salmon/salmesa/chinuwr.htm>
- 1999 Spring chinook in the upper Columbia River are listed as endangered. The ESU includes all naturally spawned populations of chinook salmon in all river reaches accessible to chinook salmon in Columbia River tributaries upstream of the Rock Island Dam and downstream of Chief Joseph Dam in Washington, excluding the Okanogan River. Chinook salmon (and their progeny) from the following hatchery stocks are considered part of the listed ESU: Chiwawa River (spring run); Methow River (spring run); Twisp River (spring run); Chewuch River (spring run); White River (spring run); and Nason Creek (spring run). <http://www.nwr.noaa.gov/1salmon/salmesa/chinuhrs.htm>
- 1999 Winter steelhead in the Willamette River above the falls are listed as a threatened species under the ESA. <http://www.nwr.noaa.gov/1salmon/salmesa/stlhuwr.htm>
- 1999 Winter and summer steelhead in the middle Columbia are listed as threatened under the ESA. The ESU includes all naturally spawned populations of steelhead in streams from above the Wind River, Washington, and the Hood River, Oregon (exclusive), upstream to, and including, the Yakima River, Washington. Excluded are steelhead from the Snake River Basin. <http://www.nwr.noaa.gov/1salmon/salmesa/stlhmcr.htm>
- 1999 The state of Oregon lists the lower Columbia River coho salmon as an endangered species. The National Marine Fisheries Service continues to refuse to list these salmon, continuing their status reviews following the initial petition from the public to list them in 1991.
- 1999 The NW Power Planning Council responds to direction from Congress to evaluate the Columbia River hatchery program and develop a coordinated policy for future operation of federal hatcheries. This resulted in the Artificial Production Review <http://www.nwr.noaa.gov/1hgmp/template/APR99-15.pdf>
- 2000 For the first time in 125 years, the National Marine Fisheries Service requires Hatchery and Genetic Management Plans be written for each hatchery in the Columbia Basin. The primary purpose of the HGMP is to provide a single, comprehensive source of information regarding anadromous salmonid hatchery programs. The National Marine Fisheries Service (NMFS) will use this information in its Endangered Species Act (ESA) processes to assess impacts on listed anadromous fish. An additional, important purpose of the plans is the creation of a source for comprehensive hatchery program information for use in regional fish production and management planning by federal, state, and tribal managers.
- 2001 Oregon Department of Fish and Wildlife adopt a recovery management plan for lower Columbia River coho salmon. The NMFS considers these fish as a candidate for listing, but have taken no action to list them.

- 2001 A federal judge in Oregon rules that NOAA Fisheries, a federal agency, could not define salmon as including both hatchery and wild salmon but then only protect the wild salmon under the ESA. As a result, the judge removed protection for Oregon coastal coho salmon. Rather than appealing the “Hogan decision,” NOAA Fisheries decided to re-evaluate the status of every federal listed salmonid species in the Pacific Northwest, and began rewriting their hatchery policy. See 2004
- 2001 NMFS concludes that even though the Columbia River hydropower system contributes to salmonid mortality, it is much lower than in the 1970s , and “the hydropower system may no longer represent the most important factor leading to the present low smolt to adult survival.” (Williams et al. 2001).
- 2002 In response to the “Hogan decision” industry and private property rights groups petition the federal government to take all salmon and steelhead off the Endangered Species Act list. The environmental groups submitted petitions to protect only the wild portion of 15 salmon and steelhead groups. The federal government accepts both the petition to delist and to list only wild salmonids. The petition to list only wild salmonids was rejected.
- 2003 NOAA Fisheries convened a team of scientists to update the biological status of all 27 groups of listed salmonids in the Pacific Northwest. They found that none of these groups had improved and that three had declined since they were originally listed under the ESA.
- 2003 Judge Redden ruled that the federal government could not conclude that they were adequately protecting salmon from dam operations on the Columbia River. He remands the 2000 Biological Opinion to NOAA Fisheries to make it consistent with federal law.
- 2003 Representative Norm Dicks of Washington State launched a new requirement to mark all hatchery fish in the Interior Appropriations Bill signed by President Bush in February. Hatchery fish reared in federal hatcheries or paid for with federal money are to be marked. This is normally done by removing the adipose fin near the tail on the dorsal side of the fish. A salmon or steelhead with a missing adipose fin is legal to take home. This law continues to be opposed by state and tribal fish managers and was never fully implemented.
- 2003 NOAA Fisheries proposes lower Columbia River for listing as a threatened species and proposes to change the listing of upper Columbia River steelhead from endangered to threatened.
- 2003 In response to the Congressional request for an evaluation of federal hatcheries in the Columbia River Basin (1997) the Power Planning Council issues a report on hatcheries. This report includes all hatchery programs in the Columbia basin not just federally funded ones. The report finds the following: 1) Many segregated hatchery programs contribute significantly to wild spawning populations, despite the intention to separate hatchery and wild fish. The amount of mixing was unknown in a third of segregated programs. In addition, 41 percent used non-local broodstock and 63 percent transferred or released fish from outside the stream system. 2) Harvest remains the primary reason for hatchery programs in the Columbia River Basin. This is particularly the case in the lower river. 3) Identification of hatchery funding is a complex issue because most programs are funded from a variety of direct and indirect sources. 4) Information on the number of recruits per spawner was collected for less than 5 percent of programs, smolt-to-adult

survival figures were available for 35.6 percent of programs, escapement figures were collected for 20.7 percent of programs, and about 33 percent of programs had information on escapement. <http://www.nwppc.org/library/2003/2003-17.htm>

- 2003 The Oregon Legislature diverts \$4 million from habitat funds to establish a research salmon hatchery proposed by ODFW to make hatchery salmon like wild salmon. The money was committed to this project prior to the development of an operational or research plan. In addition, ODFW does away with its habitat division and fires the program administrator.
- 2003 The Oregon Department of Fish and Wildlife reforms its Wild Fish Policy (1978) and adopts a Native Fish Conservation Policy to provide conservation management plans for all native fish populations in the state and requires a complete stock status assessment. http://www.dfw.state.or.us/nfcp/NFCP_091203.pdf
- 2004 Columbia River flows at The Dalles Dam are 10% higher and winter flows are 3% lower than 1900 conditions. (Gedalof et al. 2004)
- 2004 The federal government (NOAA Fisheries) in response to Judge Redden proposes a new draft Biological Opinion on the federal hydroelectric dams in the Columbia River to include these dams as part of the natural ecosystem of salmon, thus removing them from jeopardy evaluation for recovery of ESA-listed salmon.
- 2004 The federal government (NOAA Fisheries) proposes a hatchery policy that includes hatchery salmon as a listed species along with wild salmon. The hatchery salmon would be included in the listing determination. This proposal advances the idea that hatchery and wild salmon are equal and the same. <http://www.nwr.noaa.gov/reference/frn/2004/69FR31354.pdf>
- 2004 An independent scientific group invited to help develop the NOAA Fisheries new hatchery policy recommended that hatchery salmon should not be listed. NOAA Fisheries rejected their input and the scientists had to publish their findings in *Science* to get their recommendations out to the public. They said do not list hatchery fish along with wild salmonids under the ESA.
- 2004 The NOAA Fisheries public hearing on the proposed hatchery and listing policy in Portland, Oregon is delayed because it would take place when President George W. Bush is in Portland on a re-election campaign swing.
- 2004 The lower Columbia River Salmon recovery Plan identifies 21 separate populations of chinook salmon within the tule component of this ESU. The populations in this ESU are thought to have been greatly affected by out-of-basin hatchery strays. Recovery of tule fall chinook depends upon more selective and reduced harvest in the ocean and in the Columbia River as well as separating naturally spawning hatchery fish from wild tule fall chinook.
- 2004 The Native Fish Society asks NOAA Fisheries and ODFW to conduct harvest accounting to evaluate the effect of harvest on the status and recovery of ESA-listed salmon. The NOAA Fisheries says the accounting is needed but takes no action. ODFW, however, says that it will begin this evaluation at the end of 2004.

- 2004 The Native Fish Society compiles information on remaining wild salmonids in the Northwest, but discovers there is no specific documentation. The criteria is to identify those wild salmonids that have no direct hatchery fish releases or a hatchery fish stray rate of 5 percent or less. Because the wild populations are not identified and have no specific program for conservation management, the region is unable to maintain or protect the legacy of biological diversity that has evolved over the last 40 million years.
- 2004 The Oregon Department of Fish and Wildlife develops the first comprehensive stock status report for all native fish in Oregon.
- 2004 There is no indication that the Washington Wild Salmonid Policy, adopted in 1997, has been implemented. The WDFW is recommending that the promise of future management actions be use to recover lower Columbia River wild coho salmon rather than have them listed as an endangered species. <http://wdfw.wa.gov/fish/wsp/wsp.htm>
- 2004 A \$12 million fish slide is prepared for Ice Harbor Dam on the Snake River. A prototype was tested at Lower Granite Dam and credited with improving the survival of juvenile salmon. It also uses less water than spill, which excites BPA because the “wasted water” can be run through the turbines to make electricity that BPA sells. Each of the federal dams is to be fitted with this new fish slide. Independent evaluation, however, says that survival improvements for salmon and steelhead smolts are not statistically significant.
- 2004 Every spring eight million hatchery steelhead smolts are released to migrate to the ocean by Idaho Fish and Game. About 1.1 million or 14 percent of these juvenile fish do not have their adipose fin clipped off. When the steelhead return as adults, the unclipped hatchery steelhead are left in the rivers to spawn naturally. When unclipped hatchery fish stray into other watersheds they cannot be removed legally by angling, yet they interbreed with wild fish in those watersheds reducing the reproductive success of the wild population, many of which are listed under the ESA.
- 2004 The Bush Administration proposes to remove 80% of the critical habitat designation for ESA-listed salmonids on the West Coast.
- 2004 The Technical Review Team for the lower Columbia and Willamette rivers publish a status report for salmonids. They find that all spring chinook and winter steelhead populations are either at very high risk or high risk of extinction and that there are no wild populations that are viable.
- 2005 Oregon and Washington fish management agencies propose to increase the kill of ESA-listed wild winter steelhead in the lower Columbia and Willamette rivers from 2% of the run to 6% in order to gain access to harvest more hatchery spring chinook in the commercial fishery. The Washington fish and wildlife commission supports an increase to 4% while the Oregon commission rejects the proposed increase, keeping it at 2%.
- 2005 The Department of Fisheries and Oceans publishes the first wild salmon policy draft for public comment in British Columbia.
- 2005 Research results sponsored by the City of Portland (2005) indicate that naturally produced spring chinook subyearlings rear in the lower Willamette in the urban part of the river and are concentrated along shallow natural beach areas in the winter and spring.

- 2005 Canada scientists recommend Okanogan River Chinook salmon be listed as an endangered species under the Species At Risk Act. (The Committee on the Status of Endangered Wildlife in Canada, May 6, 2005)
- 2005 Fish agencies do not count wild spring chinook in the Columbia River basin as these fish move past the dams or in the Willamette River over the falls. They estimate the number of ESA-listed fish rather than measure actual numbers. Not all hatchery chinook in the Columbia are marked so an accurate count of wild chinook is not possible. The Willamette wild chinook count is not required by the state fish agency.
- 2005 On June 16th NMFS issues its final hatchery policy, its final updates of ESA listings for 16 West Coast salmon populations and extends for six months a final decision on Oregon Coast coho salmon and ten populations of steelhead.
- 2005 Lower Columbia River Coho Added as “Threatened.” The lower Columbia River coho, which had previously been denoted a “candidate” species, was listed as “threatened” in the final determination, increasing the total ESUs listed from 26 to 27. (see 1991 and 1999) http://www.nwr.noaa.gov/AlseaResponse/20040528/hlp_esufs6_05.pdf
- 2005 Federal judge James Redden rejects NMFS Hydro Biological opinion and remands it to the agency to fix so that salmon are protected. He previously rejected the 2000 Biological opinion and now the one that replaced it in 2004.
- 2007 Federal Judge rules against NMFS on upper Columbia River steelhead listing. NMFS wanted to count hatchery fish and say the steelhead qualified for threatened status rather than endangered. The judge said that only natural fish count under the ESA and upper Columbia River steelhead are listed as an endangered species.
- 2007 Federal Magistrate rules in favor of Oregon Coastal Coho listing under the ESA following a review of NMFS proposal to not list coho salmon based on the ODFW coho salmon assessment. The magistrate relied on science in the decision saying that NMFS acted were relisted in 2008 as a threatened species.
- 2007 In April BPA sold more power from Columbia River dams than it could produce and it could not buy more in the market to cover the shortfall. A cold snap increased the power demand so BPA, in the middle of the salmon smolt outmigration to the sea, cranked up the turbines to produce power to cover its shortfall. Judge Redden, who is overseeing the hydro-salmon case, learned about what happened only through an anonymous phone message. The judge said, “BPA’s sales commitments to customers always trump its obligation to protect ESA listed species. This was a marketing error and ESA-listed fish paid the price. This, the law does not permit.” (Milstein, The Oregonian June 21, 2007)
- 2007 Federal Judge James Redden says the federal plan to protect salmon at federal dams falls so far short it may be worse for salmon than the two plans he’ already rejected. The judge warned the government that it is unlikely they will get another chance to do the right thing for salmon. The judge said “I instructed federal defendants to consider all mitigation measures necessary to avoid jeopardy (to salmon), including removal of the four lower Snake River Dams, if all else failed. I also instructed the federal defendants to ensure that any mitigation measures are reasonably certain to occur.” But the judge was disappointed again by the government plan and said “...federal defendants seem

- unwilling to seriously consider any significant changes to the status quo dam operations.” (Milstein, *The Oregonian*, Dec 11, 2007)
- 2008 This proposed agreement between the Bonneville Power Administration, the Army Corps of Engineers, the Bureau of Reclamation and four Columbia River tribes would provide the tribes with \$900 million over ten years. In exchange for this money the tribes agree to not seek removal of federal dams or to take legal action to enforce federal Clean Water Act regulations covering gas bubble disease or water temperatures that affect the survival of salmonids. Nearly \$1 billion would be added to the \$9 billion already spent on salmon recovery with no measurable benefit to salmon, nonetheless, this money is very important to the agencies and tribes involved with salmon recovery programs. Three Columbia River tribes signed this “Accord”.
- 2008 The Coastal Conservation Association is formed by Gary Loomis to protect wild salmon and regulate harvest so that only the most selective fisheries are allowed to harvest salmon.
- 2008 As a result of NMFS’s continuing review, “we have taken action to reduce the total exploitation rate on tule fall chinook from 49% in 2006 to 42% in 2007 and then to 41% in 2008.” (NMFS Guidance Letter to PFMC March 3, 2009) The NMFS requests that PFMC harvest not exceed 38% in the 2009 ocean fishery. The NMFS based this harvest rate reduction on the Coweeman River fall chinook stock which is believed to have less hatchery influence and to be relatively productive. However, Grays River tule fall chinook are exposed to the same harvest rate and scientific evaluation concludes this natural stock has a low tolerance for harvest. The Grays River tule fall chinook harvest rate ranges from zero to 8% impact.
- 2008 Lower Columbia River wild coho are found in only a few streams. They have a history of being overharvested (60% to 90%) and to compensate for the decline of natural spawners the states of Oregon and Washington have released hatchery fish in the tributaries to boost natural production. A more scientifically sound approach to harvest and hatchery impacts on wild coho after they were listed as a threatened species in 2005. The NMFS guidance letter to PFMC requests that the total exploitation rate limit on lower Columbia River coho not exceed 13.0%. (NMFS Guidance Letter to PFMC March 3, 2009) This harvest impact is 12% higher than it was in 2008, but it is justified on models developed by the states who regulate harvest for their constituents. The NMFS questions these models and requests that the states refine their models to “ensure that it addresses the needs of priority populations in particular and all populations in general.”
- 2008 The Hatchery Science Review Group (HSRG) has been reviewing all hatchery programs in the Columbia River basin with the purpose of improving protection of wild salmon and steelhead. The HSRG is proposing to either block hatchery fish from spawning naturally with wild fish or integrating hatchery and wild salmonids so that the reproductive fitness of the wild population is not excessive. One proposal for hatchery programs in the lower Columbia River is to build weirs on tributaries to keep hatchery fish from spawning naturally with wild salmonids.
- 2009 In 1980 Congress created the Northwest Power Planning Council and its purpose is to balance hydroelectric supply with salmon production. In the last 27 years since the first

fish and wildlife program was adopted and a goal was set to double the runs of salmon and steelhead, the Council is now reviewing whether the abundance can grow to 5 million fish. Since the program was first adopted most salmon and steelhead in the Columbia River basin have been listed under the Endangered Species Act. The Council takes recommendations from state, federal and tribal fish agencies and the public, runs them through a scientific filter and proposes actions to be funded by the Bonneville Power Administration. Since the program was started about \$9 billion have been spent to recovery salmon with no measurable effect.

Submission Number: *MBTL-SEPA-DEIS-0000968*

Received: 5/24/2016 5:40:14 PM

Commenter: Kevin Jensen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: *MBTL-SEPA-DEIS-0002815*

Received: 6/13/2016 2:35:26 PM

Commenter: Larry Jensen

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Jobs like these are hard to create and we should be happy to have this great opportunity to grow Washington here in this region and throughout Washington as this will benefit many far and wide. I strongly urge you to make this happen. Larry Jensen, Vice President of the Skagit County Farm Bureau

Submission Number: *MBTL-SEPA-DEIS-0001326*

Received: 5/26/2016 7:02:53 PM

Commenter: Mike Jensen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: *MBTL-SEPA-DEIS-0002093*

Received: 6/7/2016 4:55:45 PM

Commenter: Tim Jessen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000825*

Received: 5/24/2016 11:34:42 AM

Commenter: Michael Jewell

Organization:

State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I live in a town that is already under siege from too many long, loud, dangerous trains passing through every hour. The last thing we need is a huge spike in the dirty coal trains that threaten our pristine Lake Pend Oreille. I support the “no action” alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). Millennium’s proposed coal export terminal would harm communities throughout the Northwest, with the most intense impacts felt in Longview, Washington, near the proposed terminal site. The project harms our health and safety, air and water quality, and natural resources. I urge your agencies to protect public health and natural resources. Reject coal export. Sincerely, Mike Jewell Sandpoint

Submission Number: *MBTL-SEPA-DEIS-0001989*

Received: 6/6/2016 2:40:30 PM

Commenter: Rick Jewett

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: MBTL-SEPA-DEIS-0001666

Received: 5/31/2016 6:29:42 PM

Commenter: Eric Jhansen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water & coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: *MBTL-SEPA-DEIS-0003256*

Received: 6/13/2016 7:14:57 PM

Commenter: Litzy Jimenez

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *TRANS-PASCO-M2-00015*

Received: 6/2/2016 12:00:00 AM

Commenter: John

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is John. I've lived in Pasco for 44 years.

I don't have a whole lot of statistics and all but, for the last 25, 30 years, we've been giving up jobs and spending money and using tax dollars to improve the environment. Now we have this weekend coming up, and we're going to set a record that was set in 1949. How long do you keep doing something that is not working? How much time do we give this? I obviously think it's a bunch of malarkey. As the previous speaker said, you have a minority of scientists that really believe this was (inaudible).

Another thing, we ride the train as much as we can. We see a whole lot of coal trains, and they pass by us at 60, 70 miles an hour, and I don't see a bit of dust coming off. Everybody is allowed their own opinion, but there's only one set of facts.

Anyway, I'm in favor of it. Thank you.

Submission Number: MBTL-SEPA-DEIS-0002395

Received: 6/9/2016 6:09:27 PM

Commenter: Angel Johns

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: *TRANS-SPOKANE-Q2-00002*

Received: 5/26/2016 12:00:00 AM

Commenter: Bill Johns

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Bill Johns. I live right along the railroad tracks between Cheney and Spokane. My address is 12608 South Scribner Road, Cheney, 99004.

And I don't have any problems with the trains coming to Millenium port. In fact, I'd like to see more trains. We do need, at some point -- if we're going to keep buying things from the Chinese, we have to export something. We have to have a balance of trade someplace. Coal is one of the things, wheat, other products. But coal could be a main one and it's cleaner.

I also think that the extent of this EIS, clear back to Montana, is a way overreach on what the EIS should be involved in. I don't even think this hearing should be here in Spokane. Again, I live right along the tracks. I see the trains every day, what they're hauling, and I don't have a problem with it.

Thanks.

Submission Number: *MBTL-SEPA-DEIS-0001045*

Received: 5/24/2016 6:31:58 PM

Commenter: Janell Johns

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: *MBTL-SEPA-DEIS-0001701*

Received: 5/31/2016 7:03:45 PM

Commenter: Benjamin Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: *TRANS-PASCO-M1-00002*

Received: 6/2/2016 12:00:00 AM

Commenter: Brad Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm here today to support the building and operation of the Millennium Bulk Terminal-Longview in Washington. China's emissions levels are going down due to the climate agreement that was signed in 2014. China is committed to promote green power dispatch giving priority to distribution and dispatching to renewable power generation and fossil fuel power generation of higher efficiency and lower emission levels.

Because China's population is so large, they must burn fossil fuel for power and produce products from key industries. In fact, China gets 80 percent of its electricity from coal. Washington state can be a partner in helping China lower its emissions levels if we export coal from the Powder River Basin. Powder River Basin coal has a lower sulfur content than the coal that China is mining and imports from Mongolia and Australia.

China is requiring power companies to retire an older, more polluting power plant for each new one they build. Having lower sulfur coal will encourage power companies to retire more polluting power plants and cut global warming emissions by more than a third.

Rail transportation has never been safer, according to the U.S. Department of Transportation Federal Railroad Administration. Human factor-caused accidents are down 45 percent, track defects are down 52 percent, and equipment defects are down 36.

Please approve this environmental impact statement and help Washington state be a partner in reducing the earth global warming emissions.

Submission Number: *TRANS-SPOKANE-M1-00033*

Received: 5/26/2016 12:00:00 AM

Commenter: Brad Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hi. My name is Brad Johnson. I live in Spokane, Washington. I'm here to support the building and operation of the Millennium Bulk Terminal in Longview, Washington.

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

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

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

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

Washington State can partner and help China lower its emission levels if we export coal from the Powder River Basin. Powder River Basin coal has the lower sulfur content than the coal China is currently mining or importing from Mongolia and Australia.

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

Submission Number: *MBTL-SEPA-DEIS-0002088*

Received: 6/7/2016 4:52:14 PM

Commenter: Darlene Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I would like for you to set a definite date for your decision and I want you to know that I totally support this project Thank you for letting me submit my opinions and show my support for the project.

Submission Number: TRANS-SPOKANE-M2-00039

Received: 5/26/2016 12:00:00 AM

Commenter: Dave Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Dave Johnson. I'm a resident here in Spokane. And what to just voice my opinion about this coal terminal that's supposed to be coming out. And, well, I just want to say, you know, that we should destroy the planet. I think that we should totally give a couple jobs and then murder all the fish. But it's China's air. It's not like we live in a big bubble, right?

We should give some people some money and then poison the rest of us. It seems like it's a great idea. Right?

I tell my daughter that somebody needs some jobs and that's why he can't drink from the rivers anymore, that's why there's no more fish anymore, TAZ why everybody has to wear respirators all the time, because a couple people want some jobs.

It's not like we're earthlings caring about the rest of humanity, because we're all part of this planet and we're trying to protect the planet for the future, for our children, and not for the present satisfaction of a few rich people who were just destroying the planet.

Selfish ways will not succeed in the future. And we need to united together to protect the planet, and if a couple of people who are so starving for jobs that they can feed each other and pay for everyone to out here, well, that's not really a whole lot of sadness. Because everybody here in red is not being paid to be here.

You know, can people in blue say the same thing? Probably not. But let's destroy the planet and give them some jobs. Seems like a really good plan. Let's perpetuate the idea that we are all separate, that Chinese air is not our air. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002938*

Received: 6/13/2016 3:21:46 PM

Commenter: David Johnson

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Let's make this happen!

Submission Number: *MBTL-SEPA-DEIS-0002568*

Received: 6/12/2016 11:34:05 PM

Commenter: Emma Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

No coal terminal. I am 13 years old. Although jobs are important, the earth is our only home. How can money even matter if our ecosystem is not healthy. Coal is a short term energy source, burning it is just increasing CO2 emissions. If the government really cares about the people and not major companies then it should not support the coal terminal because it would increase asthma in kids and change our climate forever.

Submission Number: *TRANS-LV-M2-00122*

Received: 5/24/2016 12:00:00 AM

Commenter: Ethan Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello, my name is Ethan Johnson (phonetic). I'm studying to be a marine biologist at the University of New Haven, and I aspire to be an ecologist and writer. When it's threatening our capacity for change paired with our impact as individuals as a whole, I typically use the comparison that if every one of us were to buy a candle in honor for everyone who has ever died of air pollution, no one would ever need to turn on a light bulb ever again.

The point of this is to express concern for how people care about the lives of those affected by this industry. Even our very neighbors suffer from the effects of sulfur dioxide, nitrogen oxide and particulate matter in the air. Those who do care often fall into the self fulfilling prophesies of insignificant by fooling themselves into believing their lives don't matter.

The truth is we don't need coal dust spilling into the rivers and suffocating the zooplankton, the base of the Columbia's food chain. We don't need a mile-long train spilling dust as it rushes by a playground.

We need to show America the importance of our voices as laborers, tribe members, students, senior citizens. We need to demonstrate our intolerance to the coal industry and our condolences to the lives it has stomped on.

Submission Number: *TRANS-LV-Q1-00072*

Received: 5/24/2016 12:00:00 AM

Commenter: Ethan Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Ethan Johnson. I'm studying to be a marine biologist at the University of New Haven, and I aspire to be an ecologist and a writer. When describing our capacity for change paired with our impact as individuals on the whole, I typically use the comparison that if everyone currently existing in this world could buy a candle in honor of everyone that has died of air pollution, no one would need to turn a light bulb on ever again. The point of this isn't to express some, you know, unreasonable solution that wouldn't work. We'd end up just wailing again, but it is to express concern for how little people care about the lives of those affected by this industry even as their very neighbors suffer from the effects of sulfur dioxide, nitrogen oxide, and particulate matter in the air. Those who do care often fall into the self-fulfilling prophecy of insignificance by fooling themselves into believing their voices don't matter. The truth is we don't need coal dust spilling into the rivers and suffocating plankton, the base of the Columbia River's food chain. We don't need a mile-long train spilling dust as it rushes by a playground. We need to show the rest of America the importance of our voices as laborers, tribe members, students, senior citizens. We need to demonstrate our intolerance of the coal industry and our condolence for the lives that it's stomped on.

Submission Number: *MBTL-SEPA-DEIS-0002190*

Received: 6/7/2016 7:09:33 PM

Commenter: Gabe Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: *MBTL-SEPA-DEIS-0001395*

Received: 5/26/2016 7:42:20 PM

Commenter: Heidi Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: MBTL-SEPA-DEIS-0000086

Received: 5/5/2016 9:25:54 PM

Commenter: Holli Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you. Sincerely, Holli Johnson Hotrod6204@yahoo.com

Submission Number: *MBTL-SEPA-DEIS-0002786*

Received: 6/13/2016 2:21:45 PM

Commenter: Jim Johnson

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

We folks here in Montana support this project as it means life giving jobs to our residents. It is time to move forward with this project.

Submission Number: *MBTL-SEPA-DEIS-0003041*

Received: 6/13/2016 4:54:54 PM

Commenter: Joseph Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: *MBTL-SEPA-DEIS-0003384*

Received: 6/14/2016 12:08:21 AM

Commenter: Josh Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

More time is needed for public review. The standard 45-day comment period may be appropriate for rule updates, but this audience is particularly skewed toward the lay public and these documents are massive by all comparison. Thank-you. - Josh

Submission Number: *MBTL-SEPA-DEIS-0003402*

Received: 6/14/2016 1:16:04 AM

Commenter: Josh Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The methods described in Section 5.8.1.4 to evaluate the impact of the Proposed Action do not include scenarios that are ultimately compliant with the regulatory setting outlined in Table 5.8.1.2. No scenario analyzed includes a viable path to meeting the state-specific targets in the 2015 Clean Power Plan, much the Paris goal of ending fossil fuel use for energy by 2100. Aggressive compliance with this plan is imperative first step for climate stability and national security in the mid- and long-term. Furthermore, the scenarios studied do not account for the leveraged impact on politicians, the populous, and our energy planners, and the cooperation of other nations that a No Action decision would have on what would've been the largest coal terminal in North America and (arguably) the last fossil fuel export proposal on America's West Coast.

Submission Number: *MBTL-SEPA-DEIS-0003404*

Received: 6/14/2016 1:28:34 AM

Commenter: Josh Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The scenarios described in 5.8-2 do not account for the leveraged impact on politicians, the populous, energy planners, and the cooperation of other nations that a No Action decision will have on what would've been the largest coal terminal in North America and (arguably) the last major fossil fuel export proposal on America's West Coast. Moreover, the 2015 Energy Policy fails to account for the regulatory setting summarized in Table 5.8-1. As a result is grossly underestimates the impacts on climate change. Under this plan, the rate of sea level rise described in the document will, at best, be at the upper end of the 4-foot projection described in this report.

Submission Number: *MBTL-SEPA-DEIS-0003409*

Received: 6/14/2016 2:03:12 AM

Commenter: Josh Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

S.7.9, the section describing Unavoidable and Significant and Adverse Impacts for Greenhouse Gas Emissions warrants a No-Action decision for three reasons. 1) The DEIS describes but does not quantify the impacts of climate change under each scenario evaluated. 2) The scenario on which the DEIS is based, "Preferred Scenario," the 2015 Energy Policy Scenario, is unsustainable, unsafe, and out-of-step with the regulatory setting described in Table 5.8-1. Impacts of climate change described are exceedingly optimistic - inconsistent with this status-quo / incrementally improved energy policy, per IPCC's AR5. 3) Any error or uncertain should be yielded to the tax-paying public and to future generations. The effects of climate change are irreversible over centuries, cumulative in effect, and imminent without bold action now.

Submission Number: *MBTL-SEPA-DEIS-0003428*

Received: 6/14/2016 2:59:00 AM

Commenter: Josh Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The maximum average emissions listed in Table 5.6-5, for diesel emissions from the ~1460 units trains per day and the 840 ships per year are suspect (perhaps with the AERMOD input? Need more time to review. Given the high asthma rates in the area, I recommended third-party review prior to approval. This is perhaps the largest greatest impact on health due to this project.

Submission Number: *MBTL-SEPA-DEIS-0003434*

Received: 6/14/2016 4:17:50 AM

Commenter: Josh Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

No Action. We live in a community almost completely ringed with levees, yet Section 4.1.4.1 dismisses the effect of sea level rise (from burning coal). This section cites our elevation and distance from the sea without mention of the the huge effect tides play on local river (and groundwater) levels, the elevation difference between the 500-year and 100-year levels of protection offered by the dikes, and the substantial percentages of Longview below 4', 6' and 8' NAVD88. Losing the 100-year level of protection would end our community. What tragic irony that the "Venice of the Northwest" would play host to North America's largest coal terminal. Again, No Action, until the issue is given its due. Who will pay to raise the levies? They were the greatest expense during the Longview's development...

Submission Number: *TRANS-LV-M2-00123*

Received: 5/24/2016 12:00:00 AM

Commenter: Josh Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Josh Johnson (phonetic). I'm an engineer here in town, live and work here, recreate here, fish, windsurf here. Thank you for staying late here tonight. I've had a good time. Millennium guys have been cool. I've enjoyed listening to everyone tonight.

One woman said no action is action. And I couldn't agree more. The DEIS says the total increase in fossil fuel -- carbon dioxide can be 40 million tons over the life of this project. That's the net displacement in a market.

What that fails to take into account is what a no message would do today. Because saying no on the West Coast for good will change how people plan for utilities, how people plan for energy here and now. The other thing is we are in a dike community. It was R.A. Long's greatest expense.

And climate change will cause the sea level to rise. Wouldn't it be irony for us to be that export facility? And I wonder how hard it would be to get the federal funds to raise those levels. Because if we lose that gold star rating people won't be able to afford to live here because they won't get flood insurance. All new development will be on stilts. Something to think about.

Thank you and good night.

Submission Number: *TRANS-LV-Q3-00013*

Received: 5/24/2016 12:00:00 AM

Commenter: Josh Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Josh Johnson. I live in Longview, Washington, and I work locally as an environmental engineer.

Longview is almost completely surrounded by dikes. They were built at great expense to our founding father. The levees and the drainage canal were the single greatest expense he had. More than capital improvements for the city, more than property acquisition.

I'm concerned that this beautiful city might host the largest fossil fuel export facility on the West Coast. How easy might it be to get funding to raise our levees if we are so complicit in the problem.

The climate you and I recognize today is gone. The impacts of the greenhouse effect added this year will begin to affect the climate for years to come, and it's irreversible and it's accelerating.

The world is transitioning deliberately and quickly away from fossil fuels. The question is, how fast can we do it? Whichever nation does it best first wins the jackpot as far as energy exports -- you know, green energy exports and technology and cost of goods, cost of services. America needs to be that country starting today. You have the power.

Submission Number: *MBTL-SEPA-DEIS-0001399*

Received: 5/26/2016 7:45:32 PM

Commenter: Judy Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: *MBTL-SEPA-DEIS-0001642*

Received: 5/31/2016 6:11:21 PM

Commenter: Kenneth Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I've been following this issue, and am glad to have the chance to weigh in. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I'll look forward to updates.

Submission Number: *MBTL-SEPA-DEIS-0001063*

Received: 5/24/2016 6:48:11 PM

Commenter: Michael Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0001332*

Received: 5/26/2016 7:04:44 PM

Commenter: Michael Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, so let's make it happen. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: *MBTL-SEPA-DEIS-0000355*

Received: 5/12/2016 9:57:28 AM

Commenter: Nancy Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Due to the climate crisis, it is irresponsible for the United States to export coal. Coal needs to stay in the ground. Please reject this plan.

Submission Number: *MBTL-SEPA-DEIS-0002566*

Received: 6/12/2016 11:23:50 PM

Commenter: Owen Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I believe coal is a very harmful substance when burned. I would appreciate if these gasses stay out of Longview, preventing thousands of new lung problems, and will create further problems to the earths environment

Submission Number: *MBTL-SEPA-DEIS-0002567*

Received: 6/12/2016 11:33:41 PM

Commenter: Owen Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

NO COAL TERMINAL

Submission Number: *TRANS-LV-Q3-00026*

Received: 5/24/2016 12:00:00 AM

Commenter: Owen Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Owen Johnson. This terminal will bring Longview jobs, but how many jobs? A hundred and twenty-six, 110 of which are already taken. And what will this bring to future generations of children??

Submission Number: *MBTL-SEPA-DEIS-0001278*

Received: 5/26/2016 6:35:42 PM

Commenter: Peggy Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: *MBTL-SEPA-DEIS-0002790*

Received: 6/13/2016 2:24:01 PM

Commenter: Richard Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0003018*

Received: 6/13/2016 4:38:56 PM

Commenter: Richard Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: *MBTL-SEPA-DEIS-0003313*

Received: 6/13/2016 8:24:00 PM

Commenter: Rob Johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0001296*

Received: 5/26/2016 6:48:11 PM

Commenter: Ronald Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: *MBTL-SEPA-DEIS-0002563*

Received: 6/12/2016 11:17:01 PM

Commenter: Rosie johnson

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'am 10 years old and i want clean air and clean water i want my grand children and my children to have a safe and clean environment I SAY NO TO THE COAL Terminal

Submission Number: MBTL-SEPA-DEIS-0002898

Received: 6/13/2016 3:03:23 PM

Commenter: Skip Johnson

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: MBTL-SEPA-DEIS-0000992

Received: 5/24/2016 5:54:10 PM

Commenter: Terrell Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves. I also helps preserve our standard of living in Wyoming so we can enjoy good health and happiness here.

Submission Number: *MBTL-SEPA-DEIS-0001253*

Received: 5/26/2016 6:20:52 PM

Commenter: Trevor Johnson

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: *TRANS-LV-Q1-00070*

Received: 5/24/2016 12:00:00 AM

Commenter: Brian Johnston

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm Brian Johnson, a lifelong Oregonian other than when I was a veteran. I'm a husband, father, college grad with two business degrees, financial accounting and business admin. For several years now, I've taken a stand for a just transition away from fossil fuels. I helped stop Amber Energy and other's proposals in Oregon. So it surprises me when I see our neighbors in the north facing similar struggles since Washington State's impact scoping, I'm told at least, are much more encompassing than Oregon. As I researched the recent trends, that's when I saw how desperate the coal tycoons are to profit as much as possible no matter who gets hurt along the way. So, for example, while facing bankruptcies, the companies Arch Coal, Peabody, and Alpha Energy shredded some 17,000 miners and retirees from its health care and retirement benefits. These were promises that, you know, were made. I mean, in some cases, obviously, they weren't received yet, but they were expected. People forewent time off from work. You know, I read where one guy worked for 27 years as a miner and several times the miners forewent changing their vacation time where the company would direct them when they could take leave and they only got two weeks. So they never really knew when their vacation would be, and they just took that so that they could have the other benefits, you know, when they got sick, have insurance and stuff, and then their retirement. I also found that Arch Coal is also trying to dump 415 million out of 485 million dollars that was set aside for cleanup costs onto taxpayers as part of their provisions, and then they turn right around and claim millions more in bonuses for their top managers, CEOs, and stuff. Peabody filed bankruptcy twice just in the last two years. Amber Energy and almost 50 other coal companies also filed. The main cause for this is global market declines and demand for coal, and also these companies are continuing to act in that kind of financial environment, to act with impunity to buy more. Lots of countries, including China, have announced within this time period plant phase outs. In China's case, they're phasing out by 2020 and joining many others, including the U.S., to signal an end to coal exports. This huge site could support much larger operations, and these operations could provide many more long-term jobs. With this in mind, I would recommend a full cleanup of the highly toxic area, and this would hopefully help attract better offers while Cowlitz County and Longview explore their options acceptable to more of their residents. As I met with residents of the Kelso and Longview area, to discuss our issues with this proposal, I met several that suffer from COPD and/or black lung disease as well as others with friends or family members who died from these diseases, and many others like me that suffer from asthma. My kids also have suffered with asthma, and this was especially apparent to me when I visited the Highland neighborhood where some of the worst impacts of Millennium Bulk would be. Please say no.

Submission Number: *TRANS-LV-Q1-00068*

Received: 5/24/2016 12:00:00 AM

Commenter: Claire Johnston

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Claire, C-L-A-I-R-E, Johnston, J-O-H-N-S-T-O-N, and I'm from Vancouver, Washington. I'm also an esthetician. I work out of my home and I have lived in the west more than half of my life, but I come from coal country, western Pennsylvania and West Virginia. Along with the problems that coal produces in general, it's also the production, the way the coal is mined which is very destructive to the environment. Growing up, we had a lot of what they called orange streams where the runoff from old, abandoned coal mines would come out and they effectively poisoned the streams. They went down to the Ohio River, and I also saw what happened, the devastation along the creeks, places like that. So, taking in the whole beyond our own region and looking at what is happening in the greater context that coal is bad for the environment, it's bad to transport, it's a known killer, among other things causing asthma. Having been from a place which was devastated by coal, I'm strongly, strongly against this terminal to be built to perpetuate just a few people's profit, the devastation of our region, and globally as well. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002869*

Received: 6/13/2016 2:54:55 PM

Commenter: Jonathan Johnston

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate \$70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0003087*

Received: 6/13/2016 5:22:40 PM

Commenter: Jonathan Johnston

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0001073*

Received: 5/24/2016 6:55:22 PM

Commenter: Steve Johnston

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over \$12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: MBTL-SEPA-DEIS-0003174

Received: 6/13/2016 6:17:59 PM

Commenter: Vance Johnston

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let's keep our jobs local! Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP! Sincerely,
Vance Johnston vance.johnston@centurylink.com 98433

Submission Number: *MBTL-SEPA-DEIS-0002778*

Received: 6/13/2016 2:18:53 PM

Commenter: Ed Joiner

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. I am in full support for this project. As mentioned this would create a great number of jobs and help support not only the economy of Washington, but also other states that may be able to export their coal if they choose to. This would not only help the economy of Washington, but many railroad jobs throughout the northwest and to mining towns which are feeling the pinch. Another aspect that I would look at is the United States must take the lead on the clean energy issues. Right now China and other countries that are using a lower grade coal are hurting the environment more than any U.S. power plant. We need to take the lead in technology as well as offer a better grade coal which we do have. I would also like to stress the point that many have pointed their fingers at the coal industry as the culprits that have truly hurt our environment. Energy will always be in demand and we need the most efficient ways to produce it, which clean coal can do. But what about other polluting aspects as the airline industry, personal travel methods and others which we allow to get unchallenged, but can declare a "War on Coal"? I believe this is a good project for all. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0003377*

Received: 6/13/2016 11:42:22 PM

Commenter: Mary Jokela

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

BNSF estimates up to 500 pounds of coal can be lost via dust from each rail car en route. 16-18 additional trains per day would significantly negatively impact human and animal health. Spokane and small community emergency responses would be impacted by additional trains re crossings and rail delays. The "no action" option is preferred on this proposed project.

PO Box 973
Deer Park, WA 99006
May 26, 2016

Millennium Bulk Terminals
c/o ICF International
710 Second Avenue, Suite 55
Seattle, WA 98104

Re: Millennium Bulk Terminals EIS - Longview (MBTL)

Ladies and Gentlemen:

Please include these comments in the record for the above-entitled proposal.

BNSF estimates up to 500 pounds of coal can be lost via dust from each rail car en route. Transporting coal to the proposed terminal, adding 16-18 additional trains per day to landscape and human lungs already besieged by coal dust, diesel fumes and particulates. Additional coal trains would also result in significant rail crossing delays and emergency response in Spokane and in smaller communities. And derailments and resultant weakened track structure are historically additional risks.

The Spokane and Columbia Rivers are subject to Powder River coal's negative impacts: 35% dirtier than diesel, 82% dirtier than natural gas. Further, coal's pollutants apparently detrimentally affect sensitive marine life in high-wind areas. And transport ships have the worst safety record of any commercial vessels.



The proposed terminals would also facilitate trading coal for pollution that includes invasive species from tanker ship ballast water. We would likely be repaid with mercury pollution, increased climate impacts and ocean acidification which jeopardizes the marine food web.

Further, this venture provides a convenient stepping stone for cooling thermal coal market issues, spinoff of the deeply troubled worst-performing companies that historically declare bankruptcy. Taxpayers are thereby left to bear the cost of collapsing related infrastructure.

DOE, charged with the fiduciary responsibility to support Washington's earth, air, water, plants, animals, energy, environmental health, land use, and transportation, has stated additional coal transport would cause "significant and unavoidable carbon emissions." We can put the Longview property to better, beneficial and reasonable mitigation and use.

Move energy policy forward for Washington and the planet, not backward to 19th century fuel. Select the no-action alternative.

Very truly yours,


Mary S. Jokela

Brian A. Jokela

Submission Number: *MBTL-SEPA-DEIS-0001712*

Received: 5/31/2016 8:50:18 PM

Commenter: Alta Jones

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

In my opinion, there is no upside to mining, moving, and burning coal anywhere in the world. My opinion is based on the following: a) mining coal incurs more deaths and long term health problems than any other energy method; b) transporting the coal through the pristine Pacific Northwest would incur some undefined level of environmental damage; c) crossing waits are not just a 10-20 minute extra wait per train, it must be multiplied BY THE NUMBER OF CROSSINGS. Sheesh, I'm a lousy mathematician and even I can read that between the the lines!; and d) just because the air pollution will kill off the countries it is shipped to first, it will eventually drift back over us. Approval of this idea is one that should be killed aborning. A few jobs are not compensation.

Submission Number: *MBTL-SEPA-DEIS-0002022*

Received: 6/6/2016 3:05:49 PM

Commenter: Anthony Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: *MBTL-SEPA-DEIS-0002070*

Received: 6/7/2016 4:32:40 PM

Commenter: Blake Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: *MBTL-SEPA-DEIS-0002127*

Received: 6/7/2016 5:20:03 PM

Commenter: Bruce Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. When the trains are loaded in Montana, Millennium puts a liquid cover, like a glue, on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! This port will provide good paying jobs in Cowlitz County. Please reach out with any questions.

Submission Number: *MBTL-SEPA-DEIS-0001191*

Received: 5/26/2016 12:33:06 AM

Commenter: Camille Jones

Organization:

State: Montana

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Leave it the ground! We must begin to focus on renewables in the face of climate change. Please do not allow for the support or construction of more terminals. They are risky and dangerous for sea life, humans, and the future humans of our planet that are affected by climate change. Thank you for considering the real threats to well being that these terminals and continued support of coal an fossil fuels bring.

Submission Number: *MBTL-SEPA-DEIS-0001700*

Received: 5/31/2016 7:02:58 PM

Commenter: David Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0003834*

Received: 6/14/2016 1:20:33 AM

Commenter: David Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: Attachments

Submission Text

Dave Jones:

Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve
Running:

Yes, I want to particularly point out what I see happening in the global coal markets and global carbon cycle science. That's the stage that I work in, global carbon cycles. We, probably a decade ago, first identified really clearly that the biggest single carbon emission by humanity is burning coal for electric power. It became clear to us right at that point that everything else we do in trying to reduce carbon emissions wasn't going to matter at all if we didn't, first and highest priority, quit burning coal for electric power.

That was over a decade ago. It didn't seem like we were making much progress until about the last year. I can finally say that we've had a pretty good year in global policies. Obviously we all know about the Paris Climate Agreement where every nation signed on to a commitment for driving down carbon emissions, and for most countries that first biggest carbon emission is burning coal for electric power.

What's more immediately relevant to us here is that China not only signed the Paris Agreement, but China actually does a 5-year strategic plan for the nation. What a concept to actually plan the future of your nation. We've got learn something here. In the last 5-year plan, China has publicly announced that they will quit importing coal. What we're clearly seeing is that in 2014 and 2015, China's coal imports went down by actual statistics, so they're making good on this strategic plan that they've announced.

They are starting to drive down their purchasing of imported coal. Of course, their 2 biggest sources are Australia and us. They have already announced that they have a strategic objective to quit buying coal. I can't imagine a worse time for America to be building more coal infrastructure when the biggest customer has already announced publicly that they're going to quit buying. This is really almost a no-brainer.

What I also see now in this last year is that the world financial community has really started to catch on that long-term fossil fuel investment, and particularly long-term coal infrastructure investment, is just plain a bad idea. It's a bad investment. You have very high probability of losing your investment with the trajectory of the global economy and energy. When the world bank and Goldman Sachs, I read almost every week another major financial institution announcing that they are getting out of coal investment ... What we see here is the local version of that same decision point.

You would think this ought to be an easy decision, that the last thing the Pacific Northwest would want to do is invest in long-term infrastructure for coal export when a major customer has already announced that they're going to be capping their imports. I think this is to me, at the global scale that I work at and study and follow, this really should be a pretty easy decision then. This is certainly not a terminal that we want locally, but that even makes any sense in terms of a larger financial picture. It just doesn't make sense one bit. I think that's what I want to leave with you on this topic. Thank you.

Paul Smith:

I'm really happy to get a chance to comment on the health implications of the increasing coal shipments by rail for our communities and others. It's easy to make the case that negative health impacts with coal will occur because they've been occurring for the last several hundred years. There's no reason to think a little bit more is better.

I hope to stress the health threats local to Missoula and also stress that this new threat will be greatest on the vulnerable, including children, infants, the unborn, and the elderly. I also have a list of references that I always feel nervous talking and making statements without. If anybody wants the list of the references that at least give the health implications, please see me. Because I take care of children and infants with lung disease, obviously my main concern at the local level is the increase in air pollution from these diesel fumes, coal dust, and worsening climate change.

Data is substantial showing that coal trains do increase bloom concentrations. Diesel emissions are recognized as carcinogens, which was previously noted, and contain toxic substances such as polyaromatic hydrocarbons and particulate matter or PM. Coal dust also adds to air pollution in the form of particulate matter. Of the 6 criteria of air pollutants that the EPA is mandated to regulate, particulate matter is perhaps one of the easiest to track and to correlate with health effects.

It's generated a vast amount of medical literature. We know there is PM increase as public health worsens. We also know that when we lower particulate matter, population health improves. That's an important concept and lends significant credibility to particulate matter being culpable, and justifies action that lowers air pollution. Particulate matter leads to lung damage and diseases such as asthma and COPD. Children are at the highest risk because their lungs are developing and they have more life years of exposure.

This often worsens over decades from accumulating scar tissue along the airways by repeated injury. We have no cure for asthma. For today's living asthmatic children, they may end up being tomorrow's asthmatic cripples. In health, particulate matter also leads to diseases distant from the lungs such as heart disease, stroke, and cancer and even adverse effects on pregnancies and fetal tissue. Infants born to a mother exposed to high concentrations of particulate matter are born smaller, and with impaired lung function.

These more systemic effects outside of the lung happen in part because fine particulate matter can also cross pulmonary system directly into the circulation and they release whatever poisons they contain. Missoula already struggles with air quality in a large part because of our valley inversions that attract pollutants. Despite strong efforts to decrease particulate matter, we often, here in Missoula, are close to the prescribed threshold by the EPA for particulate matter.

There is no safe lower threshold. The more time one spends in high exposure of particulate matter, the greater the effects. Again, this is of special concern to children. Another health concern with coal dust is increased chance of train derailments. You might recall an article in the Missoulian last year quoting the Department of Transportation estimating that there would be over 10 derailments per year in the US of trains carrying nothing but ethanol and oil cargo alone. Missoula is a very populated area. It's time we realize that with only 2 hospitals in our town, we would struggle to handle the type of derailment disaster that hit Quebec killing 47 and devastating a small

town.

Then finally the effects of coal combustion on climate change are already significant here in Montana. As it was noted, we've already come through 2 of the warmest years on records and the warmest April on record. Our snow pack is already lower than normal this year and it's disappearing. Our farmers and ranchers are threatened. Increased forest fires and hot weather will again threaten our health and our children's health.

By way of closing, one of my favorite quotes when giving a talk like this is from CF Elliot in 1909. He was then secretary of Anaconda Copper Mining Company. He stated, "We have the perfect right to carry on a legitimate business and if incidentally we should pollute the atmosphere nobody has the right to complain until specific damage gives them a cause of action." This statement really describes the position that we're in as a company.

We can't stop a process legally until we can show harm. By then, the ground, the air, and the water are contaminated, and our children are sick and it's too late. So ask yourself when we're coming through these discussions what angles are we heading in? Is the public being shouldered with the responsibility to prove harm or is the impetus on the industry to prove there's no harm? Harm to health has already been shown. There is specific cause for us to halt more pollution.

John:

Good evening. I'm John Woodland. I retired in January as the Superior, Montana Fire Chief. I'm speaking from my background in emergency services, I do speak for myself. Superior is one of the many small towns along the rail line that this project will negatively impact. Emergency services and access to many of my district's neighborhoods require crossing the tracks. That's true of many other towns along the rail line. This is what's hauling our water supply across the tracks.

I personally waited at a grate crossing for a train to pass while on an emergency service response. This proposal lacked the train traffic. It increased the likelihood emergency services will be negatively impacted in communities all along the tracks. The tracks in Mineral County in places are built right along steep mountainsides next to the Clark Fork of the Columbia River. Trains fall off these tracks sometimes into the river and not that infrequently.

In my 10 years as the fire chief there have been 2 trains in the river in Mineral County. One visible from my home, included empty oil cars, and the other dumped Boeing fuselages into the Albertan Gorge. More traffic means more wrecks. More traffic will also mean more pressure not to hold up the trains for maintenance work which means yet again more wrecks. For Montana, Eastern Washington and Idaho, it also means less access and higher prices to ship agricultural products. For emergency services, today the 800-pound gorilla in the room is climate change.

If you don't think that's emergency service issue just look at the newspaper for the last week, at the evacuation of between 80 and 90,000 people from Ft. McMurray in May in

Northern Alberta, months before there's supposed to be a fire season in that part of the country. This is the future for the entire inter-mountain west if we don't act decisively now with climate change. We cannot continue to invest in fossil fuel projects, such as Longview, and have any chance of limiting the worst impacts of climate change. I urge you to say no to the Longview Coal Port and yes to acting decisively on climate change now before it's too late.

Michael: My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Carolyn: Hello, my name is Carolyn Walker. I used to be Carolyn Alderson. I lived along the Tongue River for 20 years of my life. I raised my 3 children there. There is an interesting story about a law and a regulation that actually stopped something. When I lived down there, the Northern Plains Resource Council, I was part of it, was just beginning. That's when you all heard of the Tongue River Railroad. The Tongue River Railroad was thought of and started because there was a mining plan for that area, right on the Tongue River. It was called the Montco Mine.

Well there's a nice picture of me shaking hands with President Carter in 1977 at the signing of the strip mining bill. In that bill there's a piece of the legislation that says, "There shall be no strip mining on Alluvial Valley Floors." The Montco Mine was right on the Tongue River. It caused some difficulty in the community. I just wanted you to know that there are ways to use legislation and rules to stop bad things from happening. My recommendation is that we recommend no action on the Longview Port.

Jim: My name is Jim Parker. I live in Missoula Montana. As a Montanan along the rail corridor between the Powder River Basin mines and the proposed terminal I oppose the Millennium Bulk Terminals because of the associated increase in coal train traffic through my community. The increased coal train traffic will bring with it increased air pollution and health risks from increased coal dust and diesel exhaust and increased noise pollution.

In addition, the increase in coal traffic through my community will reduce access across the tracks and cause traffic delays for citizens, commuters, for emergency response vehicles when there's a medical emergency or fire, or a need for police. The additional train traffic will also provide greater potential for vehicle collisions with trains and for pedestrian accidents.

As a Missoulian and Montanan, I'm asking that the EIS fully analyze and consider the impacts of this port and the increased coal train traffic would cause here in Missoula and across Montana especially as it relates to the above sited impacts. The proposed project's impacts are real and significant to Montanans and are connected in cumulative

result of what happens if this project is approved.

The EIS prepared by the court in the Washington Department of Ecology in Cowlitz County must include all the connected and cumulative impacts in Montana that will result if the MBTL facilities are approved and constructed. These include the significant connected and cumulative impacts on the project all the way back through Montana to the Power River Basin Coal Mines in Montana and Wyoming.

The increased rail traffic in Montana must be addressed, analyzed, and its consequences fully considered in the EIS. More trains in Montana will mean an increase in the amount of airborne pollutants, from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease.

While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later. Even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS. The MBTL facility will directly lead to an increase in the burning of coal. The link between increased coal burning and associated public health problems cannot be ignored and should be included, analyzed, and the consequences fully considered in the EIS.

Finally, because the sole purpose of the MBTL facility is to facilitate the shipping of coal being transported from the PRB to its final destination in Asia, where it will be burned for energy, I also believe that the EIS must fully consider the long term and direct effects that this action will have on the global climate.

In conclusion, I strongly oppose the proposed Millennium Bulk Terminals Longview facility. The connected and cumulative impacts to Missoula, and all of Montana, from the proposed facility, are real and significant. The EIS prepared by the co-lead agencies for this project must address, analyze, and consider all the connected and cumulative impacts this proposal will have on Montana. Please reject this proposal and take no action.

Thank you.

Harold: I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison". We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate

change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Gary: I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one singal entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

George: Thank you, thank you all for being here. My name is George Price. I was asked to represent an organization I belong to named Indian People's Action. Indian People's Action asked me to be here as an environmental issues coordinator.

I would like to put our input collectively in here; just the fact the basis what coal is doing to our climate and the life on earth. I think that should be enough reason to keep it in the ground, not transport it anywhere. Anybody who's paying attention and looking at how fast this is escalating climate change to an unpredictable level at levels with all the other elements that are being released. Rising sea levels, you can go down the whole list if anybody's honest about that, you would say yes, let's stop all of this.

I'd also like to say let's look at the paradigm shift and deeply question a society that creates incentives for people to write environmental impact statements that are

intentionally lying to the people for profit, for money in a society that lives for money. I'm not going to go into my whole historian's diatribe there. I had often wondered what if the people who came from across the ocean, and likeminded people that welcomed innovation in Massachusetts had come to learn instead of to control. It's great. Can we start on the right foot now? I recommend the no action on behalf of Indian People's Action of Montana.

Dave: Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. **that think generalist that those are for generalist.** There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Dave Jones: Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of

the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve: Hi, my name is Steve Schwartz. I live here in Missoula. I'm a professor interior of the Department of Communication Studies at the University of Montana. I teach and do research in environmental communication. No matter what the coal industry says about the free market, their goal is to get government on their side to make the market work for them whether it's supporting carbon cash receipt frustration, whether it's blocking the clean power plan, or supporting coal export infrastructure like MBT as a goal. It's past time for us to use our voice to remind government agencies who's side they need to be on and who's interest they need to represent.

The connected and key note we've heard about tonight on public health and safety, on air, land, and water, on wildlife, and on climate change are common in house. They're shared by the residents of the Pacific Northwest, shared in common by the people who live in Washington and Idaho and here in Montana. We all deserve a voice in this decision. For that reason, I want to thank all the organizations that have made this opportunity possible for so many of us to express our voices. To protect the commentators in the Department of Ecology, to take no action, thank you.

Jim: My name is Jim Roach. I've been a Missoula resident for 45 years. I don't understand why it's draft Environmental Impact Statement doesn't address impacts for rail traffic in Montana. That seems sort of ridiculous. It seems like a rip off. On behalf of my family, and my friends, and a lot of people that I know are neighbors, I just want to say we don't want any more coal dust. We don't want any more diesel fumes. We don't want any more threat of derailment. We don't want traffic complications from increased rail traffic. We don't want the noise.

Most of all we don't want the climate impact. We don't want the endless smoky summers. We don't want the low stream flows and the sick fish. We don't want the reduced fishing opportunities. We don't want increased beetle kill. We don't want disappearing biodiversity. We don't want damage to agriculture. We don't want the drought. We don't want climate refugees. We don't want shut downs of skiing areas. We don't want this action, no action. Thank you.

Claudia: My name is Claudia Narcisco. I am speaking for myself today. When I was trying to find some things that I was going to speak about, I found an old letter that I had written in I guess November 2013. There goes my letter. I had it on my phone and mailed it to myself. Anyway, it was hard enough to read. I emphasized that connection actions between the mine and the port and Asia and the impacts on climate change and how it would cycle back to us.

I requested that they consider this. I cited a section of the National Environmental Policy

Act. I believe it was section F2 or 2F that specifically directed agencies to consider international ramifications of actions which is not something that we normally associate with, but it's just that it was our responsibility to do that. Obviously those things were not necessarily done, as far as I could tell, to this point.

I hope that's considered.

Submission Number: *MBTL-SEPA-DEIS-0003125*

Received: 6/13/2016 5:50:31 PM

Commenter: Errol Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, errol w. jones errolw8@msn.com 97352

Submission Number: *TRANS-PASCO-M2-00049*

Received: 6/2/2016 12:00:00 AM

Commenter: Helen Jones

Organization:

State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Good evening. I'm Helen Jones. I'm from Sandpoint and Moscow, a former University of Idaho natural resources PhD student, and a climate activist since 2010 representing over 3,000 comrades (inaudible) of a wild rising tide.

I'm here to ask you to choose the no-action alternative of the Draft Environmental Impact Statement for the Millennium Bulk Terminal, coal export terminal, and it's not to instead do a DEIS that considers all of the environmental social impacts of this proposed coal port on all of the U.S. citizens and environment along the rail line from the Powder River Basin coal mines to the proposed port in Longview.

And I'd also like to add that we and many other direct activists throughout the northwest promise escalated direct action against this terminal if it does go forward.

We'd like to point out some flaws in the Draft Environmental Impact Statement. According to Table 5.6 of the Draft EIS, the maximum annual average emissions of particulate matter from operations of the coal terminal from the total project area is 7.08 tons. That would be amazing if compared with actual emissions reports from an operating coal terminal.

A coal terminal in Australia has been in operation for almost 50 years and has been addressing their coal dust and pollutant emissions the entire time. They are cranking out 140,000 kilograms or 154 tons, way past the estimated amount of the Millennium Bulk Terminals, and they are both proposing or already putting out the same amount of tons of coal every year. So there's an underestimate of the amount of emissions from this project. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002210*

Received: 6/7/2016 7:23:06 PM

Commenter: Jesse Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: *MBTL-SEPA-DEIS-0000654*

Received: 5/20/2016 8:45:38 PM

Commenter: Judy Jones

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

WE must find a way to export..... coal is still the cheapest , least expensive form of energy. I for one do not care about wind towers to give energy to other states, and we do not have the transmission lines, and with lines comes takings of private property rights for lines. which I will never support.

Submission Number: *MBTL-SEPA-DEIS-0001454*

Received: 5/29/2016 5:22:44 PM

Commenter: Judy Jones

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

We Need to protect our coal industry. This is still the least expensive form of energy. I myself am in the industry of energy and do not like the out right attacks on our energy in America.

Submission Number: *MBTL-SEPA-DEIS-0001179*

Received: 5/25/2016 7:37:51 PM

Commenter: K Jones

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Yes - to allow the export/sale of Wyoming's coal Energy is vital for the WY economy. This export plan will alleviate some of the trauma the war on coal has caused in our State. So many industries are affected: the mines, entire mining communities - utility companies that are facing layoffs, exploration disciplines, such as archaeology and geology who directly support the mining industry, etc. And, equally important are those who are now unemployed have all taken direct hits due to this 'war on coal'.

Submission Number: *MBTL-SEPA-DEIS-0000301*

Received: 5/10/2016 7:27:17 PM

Commenter: Mary Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: *MBTL-SEPA-DEIS-0001721*

Received: 6/1/2016 4:07:02 AM

Commenter: Nathaniel Jones

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: Attachments

Submission Text

I have attached the June 18, 2013 Resolution M-1793 of the Olympia City Council titled, "Opposing the Construction of Coal Export Facilities in the Pacific Northwest". The Council Resolution was unanimously approved. The resolution concluded that "The City of Olympia opposes the establishment of coal export facilities in the Pacific Northwest and supports economic growth that is consistent with Washington State's commitment to fight the serious" The DEIS shows that exporting significant volumes of coal will influence coal consumption decisions, leading to estimates as high as 27 million tons/year of net additional emissions. [5.8-16] This is counter to the state's 2020 emission reduction plan in RCW 70.135.020, to Governor Gregoire's Executive Order No.09-05, and to the City of Olympia's Resolution #M-1793. Please reject this project on the basis of climate impacts. Thank you, Nathaniel Jones Olympia Mayor Pro Tem

RESOLUTION NO. M-1793

OPPOSING THE CONSTRUCTION OF COAL EXPORT FACILITIES IN THE PACIFIC NORTHWEST

WHEREAS, coal mining, processing, transport and combustion creates negative human and environmental health impacts; and

WHEREAS, mining and burning coal releases harmful greenhouse gases into the atmosphere, accelerating climate deterioration, and resulting in such impacts as reduced snowpack, ocean acidification, increased flooding, summer droughts, loss of habitat and increased forest fires; and

WHEREAS, Washington State has recognized the negative economic, public health, and environmental impacts of climate change on this state, see Chapter 80.80 RCW and Executive Order No. 0905; and

WHEREAS, Washington State and other states are taking steps toward reducing American dependence on coal-fired power, including the 2011 passage of the TransAlta Energy Transition Bill, making possible the retirement of the state's last coal-fired power plant by 2025; and

WHEREAS, The City of Olympia previously passed Resolution M-1550 supporting efforts to curb global warming, adopting greenhouse gas emission reduction goals for The City of Olympia, and outlining actions toward achieving those goals; and

WHEREAS, it is estimated that that a single new coal export terminal in Western Washington, such as the Gateway Pacific Terminal at Cherry Point, would have a build-out export volume of approximately 50 million tons of coal per year and could result in an increase in coal train traffic of at least 9 additional trains per day along regional rail corridors; and

WHEREAS, coal is commonly transported via open-top rail cars that allow the spread of coal dust and chunks of coal that impact air, soil and water quality; and

WHEREAS, it is expected that the coal destined for Gateway Pacific Terminal, will travel via uncovered rail cars through dozens of Washington communities, including land adjacent to the City of Olympia's main supply of drinking water, McAllister Springs and Wellfield; and

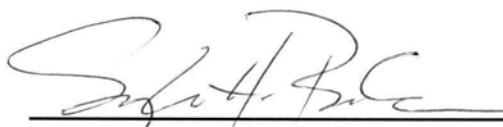
WHEREAS, Washington State has been a national leader in creating clean-energy jobs and promoting sustainable global economic development, while coal export continues to promote harmful and unsustainable energy development practices.

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE, that:

The City of Olympia opposes the establishment of coal export terminals in the Pacific Northwest and supports economic growth that is consistent with Washington State's commitment to fight the serious impacts of climate change, and;


The City of Olympia calls on the U.S. Army Corps of Engineers, the Washington State Department of Ecology, Whatcom County and other relevant regulatory bodies to fully and carefully assess, evaluate and disclose the impacts of the Gateway Pacific Terminal and similar proposed facilities.

APPROVED AND PASSED BY THE OLYMPIA CITY COUNCIL THIS 18th day of June, 2013.



MAYOR

ATTEST:



CITY CLERK

APPROVED AS TO FORM:



CITY ATTORNEY

Submission Number: *MBTL-SEPA-DEIS-0002689*

Received: 6/13/2016 1:07:28 PM

Commenter: Rachel Jones

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: *MBTL-SEPA-DEIS-0001685*

Received: 5/31/2016 6:47:32 PM

Commenter: Sandra Jones

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0003211*

Received: 6/13/2016 6:34:51 PM

Commenter: Phillip Joost

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0002956*

Received: 6/13/2016 3:31:28 PM

Commenter: Elaine Jordan

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0001241*

Received: 5/26/2016 6:13:41 PM

Commenter: JEREMY JORDAN

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: *MBTL-SEPA-DEIS-0000935*

Received: 5/24/2016 5:17:45 PM

Commenter: David Jorgensen

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Thank you for reviewing my comments today.

MILLENNIUM Bulk Terminals - Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|--|---|---|
| <input type="checkbox"/> Noise | <input type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input checked="" type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

As a Spokane resident, I am especially concerned that the increased number of trains will block intersections of roads & interfere with emergency vehicles transporting patients or trying to reach fires or accident sites. The policy of priority for trains carrying coal or oil over those carrying agricultural products does not benefit eastern Washington farmers & ranchers.

I believe climate change is a real threat, & additional burning of coal makes it worse. Leave this coal in the ground &

(Additional space is provided on the back)

(comment continued)

~~with~~ devote more energy to creating cleaner forms
of energy. Please take no action to open the
Millennium Bulb Terminal at Longview.

Julia Jose

2632 W Everett Ave.

Spokane, WA 99205

Submission Number: *TRANS-LV-M2-00090*

Received: 5/24/2016 12:00:00 AM

Commenter: Josh

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Josh. I live in Vancouver, Washington and I'm here to try to get the no for this because I think this would cause a lot of pollution in the air and that would kill everybody's lungs and kill the trees, which make oxygen for us to breathe.

If there's no trees, then there's no animals. If we have no animals, then we have no food. And that's going to kind of stack up on everybody. And then also it doesn't just affect the area here. It goes everywhere since it's by air. So it will go to Vancouver, it will go to Oregon, it will go to California, it will go everywhere around the United States, and eventually all around the world and we will continue to have this coal problem.

Coal is coal. And we're going to run out of coal. It's not a long-lasting thing. We're eventually going to run out.

Thank you.

Submission Number: *TRANS-LV-Q2-00022*

Received: 5/24/2016 12:00:00 AM

Commenter: Joshua

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Joshua. I live in Seattle. I'm from Michigan. And I'm basically here today because I disapprove of the idea of sustainable jobs from a nonrenewable resource as an oxymoron. You cannot create something sustainable and call it sustainable for anything longer than a generation, if it is not renewable. You have to have something coming in to create something new. Coal is going to be gone. It is not a renewable resource like the sun, or wind, or water, which we have tons of. We need to do what other parts of the country are doing and create sustainable jobs in the wind industry which is doing pretty well -- way better than coal right now. I'll end it there.

Submission Number: *MBTL-SEPA-DEIS-0000603*

Received: 5/19/2016 6:56:14 PM

Commenter: Darryl Jozwik

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: MBTL-SEPA-DEIS-0002378

Received: 6/9/2016 5:59:58 PM

Commenter: Darryl Jozwik

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: *MBTL-SEPA-DEIS-0002934*

Received: 6/13/2016 3:19:48 PM

Commenter: Darryl Jozwik

Organization:

State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0000587*

Received: 5/19/2016 6:31:56 PM

Commenter: William Jud

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

RECEIVED

MAY 27 2016

MILLENNIUM Bulk Terminals - Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by June 13, 2016.

Does your comment relate to one or more of the following areas?

- | | | |
|---|---|---|
| <input type="checkbox"/> Noise | <input type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Water Quality |
| <input type="checkbox"/> Human Health | <input type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input type="checkbox"/> Rail Transportation | <input type="checkbox"/> Plants and Animals | <input type="checkbox"/> Other topic |
| <input type="checkbox"/> Vessel Transportation | <input type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

Nick Griffin - 17

Hi, I volunteer at an alternative school here in Sandpoint. Wish I brought more forms home

Thanks,

Leata Judd (additional space is provided on the back)

(comment continued)

Submission Number: *MBTL-SEPA-DEIS-0001337*

Received: 5/26/2016 7:07:21 PM

Commenter: Erling Juel

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts.

Submission Number: *MBTL-SEPA-DEIS-0001575*

Received: 5/31/2016 5:20:33 PM

Commenter: John Julian

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thank you for reviewing my comments today.

Submission Number: *MBTL-SEPA-DEIS-0000227*

Received: 5/10/2016 5:10:57 PM

Commenter: Angie Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it's time to let it. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000837*

Received: 5/24/2016 12:29:16 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base. Sincerely, John Junnikkala jjunnik@yahoo.com 98626

Submission Number: *MBTL-SEPA-DEIS-0000942*

Received: 5/24/2016 5:22:07 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: *MBTL-SEPA-DEIS-0001263*

Received: 5/26/2016 6:26:47 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. I greatly appreciate you considering my input.

Submission Number: *MBTL-SEPA-DEIS-0001624*

Received: 5/31/2016 5:59:49 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: *MBTL-SEPA-DEIS-0001805*

Received: 6/2/2016 5:23:29 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. I'll look forward to updates.

Submission Number: MBTL-SEPA-DEIS-0002003

Received: 6/6/2016 2:51:23 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear - the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project - without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: *MBTL-SEPA-DEIS-0002145*

Received: 6/7/2016 6:32:36 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: *MBTL-SEPA-DEIS-0002319*

Received: 6/9/2016 5:15:29 PM

Commenter: John Junnikkala

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible

Submission Number: *MBTL-SEPA-DEIS-0002420*

Received: 6/9/2016 6:23:45 PM

Commenter: Daniel Justis

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible

Sally Torteuff, Director
S.W. Regional Office
Washington State Department of Ecology
300 Desmond Drive S.E.
Lacey, Washington 98503
sally.torteuff@ecy.wa.gov

Elaine Placido, Director
Cowlitz County Building and Planning
207 4th Avenue North
Kelso, Washington 98626
PlacidoE@co.cowlitz.wa.us

June 12, 2016

RE: Comments on Millennium Bulk Terminals draft environmental impact statement

Dear Ms. Placido and Ms. Torteuff:

I am submitting the following comments to the Washington Department of Ecology and Cowlitz County in response to the April 29, 2016, draft environmental impact statement (DEIS) on the application from Millennium Bulk Terminals – Longview, LLC (MBTL) to construct and operate a coal export terminal. Please ensure that my comments are entered into the public record.

The proposed rail transport of Powder River Basin (PRB) coal from and through Montana to the MBTL export terminal on the West Coast will have real and significant impacts to Montanans. these impacts are a connected and cumulative result of this project. The DEIS is overly vague and generic in addressing the impacts to Montana and Montanans that increased coal train traffic would have and cause. No specific information on Montana is included or information is inaccurate. For example, there are two rail routes through Montana currently handling coal train traffic, and the DEIS does not even acknowledge the northern route along Montana's "Hi Line."

The primary area where coal to be mined for the market for the proposed terminal is the PRB, where approximately 80% of coal produced is from a federal lease. Yet the MBTL DEIS does not acknowledge or consider the current programmatic EIS being prepared by the Department of the Interior to examine the federal coal leasing program. One of the significant issues being examined in that EIS is a review of the export of coal that is a product of federal coal leases. Outcomes of the PEIS may create significantly different alternative scenarios that would impact filling the export capacity at the proposed MBTL terminal.

Additionally, since 2012, the international coal export markets in Asia, especially China, have been in decline. Benchmark prices for thermal coal are the lowest they have been since 2007. At its peak in January 2011, the price was \$141.94/ton; by December 2015, the price was

\$43/ton. Prices are predicted to stay at or below \$60/ton through 2021. This is below the profitability level that existing coal mines in the PRB have stated they need to participate in the export market (*e.g.*, in 2010/2011, both Peabody Energy and Arch Coal said they needed the price of coal to be in the \$90/ton range to make it worthwhile to export coal, and, in 2014, Cloud Peak Energy said it needed the price of coal to be between \$80 and \$90/ton for it to export coal at a profit).

The global coal market is oversupplied. Even existing PRB exporters have ceased exports due to market conditions. Multiple Montana coal producers that were successfully exporting coal through British Columbia export terminals have renegotiated their contracts with those terminals in order to discontinue the practice. Cloud Peak Energy, a PRB coal producer, renegotiated its contract with Westshore Terminals in order to reduce their tonnage obligation to zero until 2019. Signal Peak Energy, which operates a longwall coal mine in the Bull Mountains north of Billings, Montana, recently did the same.

Many financial institutions and investment analysts are advising that the export market for U.S. coal is oversupplied, under severe stress, and likely to remain in this condition for the foreseeable future. Chinese coal imports drive the U.S. export market. The decline in the international market for coal affects PRB coal company plans for a vibrant export market to make up for the lack of a domestic market for coal. Consequently, there is little likelihood that a major, new, multi-million dollar coal export terminal would ever pay for itself, much less bring any sort of benefit to the people of Longview or Washington State, given the realities of today's – and tomorrow's – coal markets.

While the MBTL DEIS examines increased train traffic *in Washington*, those trains do not simply appear at the Washington state border; they come from somewhere. In fact, those trains originate at PRB coal mines in Wyoming and Montana and traverse Montana on their way to the proposed facility as well as on the way back to the PRB. The DEIS states that there will be 16 additional trains each day traveling the rails if MBTL is approved. There would be numerous impacts to Montanans and Montana communities from this increase in the number of trains – and those impacts are not just "inconveniences." There would be health, safety, quality of life, as well as actual financial costs to Montana citizens and communities as well as to our rural areas that would result from this increase in coal train traffic.

An increase in the number of trains would mean more frequent and longer traffic delays at rail crossings. An increase in the number of trains would also result in a greater potential for vehicle collisions with trains and for pedestrian accidents. An increase in the number of trains decreases access across the train tracks, which is especially problematic for emergency services such as fire trucks and ambulances.

Sixteen additional full-length coal trains in Montana means an increase in the amount of airborne pollutants (particulate matter) from diesel engines as well as from coal dust. Additionally, more trains would mean more vehicles idling at train crossings when trains are passing – adding their exhaust (containing particulate matter and other pollutants) into the air. Particulate matter is solid matter suspended in air. Particles 10 microns in diameter or smaller are directly linked to health concerns. Diesel fumes contain particles that are 2.5 microns in

diameter. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease. The air pollution associated with a dramatic increase of 16 additional coal trains per day through Montana communities and rural areas along the rail lines would have serious public health impacts for local residents, which should be included in the MBTL DEIS.

Trains are noisy; more trains means more noise. Medical literature links noise to significant human health issues including cardiovascular disease, hypertension, arrhythmia, stroke, and ischemic heart disease; sleep disturbance and resultant fatigue; an increased rate of accident and injuries; cognitive impairment in children; and exacerbation of mental health disorders such as depression, stress and anxiety, and psychosis. Not only does noise impact humans, but it would impact wildlife and livestock.

Increased coal train traffic from the PRB mines to the proposed MBTL would directly lead to increased financial costs to Montana communities and taxpayers. It is understood that if a rail company needs to upgrade its track or a bridge or a tunnel or a crossing in order to facilitate current or increased train traffic, they will do so and they will pay for it. However, if a city or county wants to have a particular crossing in their community upgraded to deal with local impacts and the rail company doesn't want to do this, under existing law the railroads do not have to respond to the local government concerns.

If the proposed MBTL coal export facility is approved, it would mean more coal strip mines and mining in the PRB with more impacts to the land, air, water, wildlife, and people in those areas. Coal strip mining industrializes ecologically important areas that are also home to vibrant and economically important agricultural communities. Strip mining completely destroys the land: topography is obliterated, vegetation is scraped away, aquifers and other water sources are destroyed, wildlife is significantly affected, ranching in the area is forever altered, and quiet areas become filled with noise.

Water is a precious resource in the semi-arid region of the PRB in Montana where coal is strip mined. Coal seams are filled with water and function as vital aquifers in this region. Coal strip mines sever and destroy these aquifers. Coal strip mines notoriously have large footprints beyond the actual area where coal is being blasted and dug out of the ground. Many miles of roads, rail lines, tipples and conveyor systems, utility lines, buildings, storage areas, fencing, and sewage disposal areas as well as noise, lights, and a myriad of traffic and machinery will be part of the landscape of a coal strip mine. All of this development has environmental consequences for the wildlife that inhabit the relatively quiet, rural, undeveloped area. Construction activity, mine operation, increased human presence, increased traffic, noise, disruption of water resources, fencing, and many other factors that a strip mine entails have negative impacts on a variety of species.

Coal strip mines have been operating in Montana for more than 40 years. But as of September 2015, of the 41,005 acres that have been disturbed by coal strip mining operations, only 20,290 acres have achieved Phase I reclamation and bond release, which means that a permittee has completed the backfilling, re-grading, topsoil replacement, re-contouring, and drainage control required for a bonded area. Of particular concern, during this time only 491 acres in all of Montana have achieved Phase IV bond release. This bond release verifies that all

surface coal mining and reclamation activities and all disturbed lands within any drainage basin have been reclaimed in accordance with Phase I, II, and III requirements (and includes successful restoration of the hydrologic balance that supports post-mining land use).

The financial backer of MBTL is Lighthouse Resources, which is wholly owned by Cayman Islands hedge fund RCF. Lighthouse also owns and operates the Decker coal mine in southeastern Montana. Of all of the major strip mines in Montana and Wyoming, the reclamation record at Decker is quite possibly the worst. Despite being in operation for more than 40 years, the Decker Mine has achieved exactly 0 acres of full reclamation out of 7,745 acres mined. This is according to data from the Office of Surface Mining Reclamation and Enforcement's surface mine reclamation tables for Evaluation Year 2015.

The sole purpose of the MBTL is to export coal. Coal is the world's most carbon-intensive fossil fuel. When coal is burned, carbon dioxide (CO₂) and other greenhouse gases (GHG) are released into the atmosphere (conversely, this CO₂ is trapped as carbon inside the coal in the ground and does not impact the earth's atmosphere). It is now well-established in the scientific community that the burning of coal and other fossil fuels is putting us on a dangerous path toward irreversible climate change.

Virtually every ecological community and natural system in Montana, and, indeed, the world, is already being impacted by global climate change. These impacts will continue to become more and more severe unless the use of coal is dramatically curtailed and all nations make a concerted effort to develop other forms of energy. Wherever the PRB coal that is transported to the MBTL coal export facility is burned, the GHG emissions will eventually impact Montanans.

The Washington State Department of Ecology and Cowlitz County must fully consider the consequences of all the connected and cumulative impacts that would result to Montana and Montanans if a permit is granted for the proposed MBTL coal export terminal. Until that happens, this DEIS is deficient and inadequate.

Ultimately, I strongly urge the Washington State Department of Ecology and Cowlitz County to choose the no-action alternative. This proposed project is not worthy of the permits it seeks. Please do not approve the proposed Millennium Bulk Terminals – Longview project.

Thank you for your consideration of my comments.

Sincerely,

Beth Kaeding
Bozeman, Montana 59715

MILLENNIUM Bulk Terminals - Longview

SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Coal Dust | <input checked="" type="checkbox"/> Wetlands or Streams |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Greenhouse Gas | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input checked="" type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Rail Transportation | <input checked="" type="checkbox"/> Plants and Animals | <input checked="" type="checkbox"/> Other topic |
| <input checked="" type="checkbox"/> Vessel Transportation | <input checked="" type="checkbox"/> Marine Species, Fish, or Fisheries | |
| <input checked="" type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

Power, wealth + knowledge can be good things, in my opinion, when used for the common good. Capitalism also can be good when applied for the common good. Thankfully this type of application does happen. Again, in my opinion, coal extraction, transportation, and use does not serve the common good. As a person with asthma I need cleaner air not dirty air. The poor who are impacted the most by coal burning need cleaner air.

The common good needs/requires distributism & social justice. (additional space is provided on the back)

(comment continued)

There is enough wealth, knowledge and power to create a common good future for all creatures and the Earth.

over →

Do not site a coal export terminal on our (commons) Columbia River. Do apply all our combined power, wealth, and knowledge to develop an alternative energy economy and world.

Do stop fouling our common nest. Do choose a sustainable energy transition strategy ^{GP?}!

Do choose life ^{healing} for our planet, ourselves, and all living beings.

I am so grateful for this democratic process and our orientation to listen and dialogue about the wisest path to follow.

Ed Kaieh
ekaieh@pcc.edu

Submission Number: MBTL-SEPA-DEIS-0002164

Received: 6/7/2016 6:49:04 PM

Commenter: Kalama

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: *MBTL-SEPA-DEIS-0000977*

Received: 5/24/2016 5:44:58 PM

Commenter: Gary Kalbfleisch

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: *MBTL-SEPA-DEIS-0003056*

Received: 6/13/2016 5:09:20 PM

Commenter: Scott Kamber

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please move forward with the government's environmental study. I say let's get moving with the Longview port ASAP. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely,
Scott kamber Skamber@wyoming.com 82072

Submission Number: *MBTL-SEPA-DEIS-0000689*

Received: 5/23/2016 12:35:07 PM

Commenter: Lyle Kanekeberg

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear - the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project, without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: *MBTL-SEPA-DEIS-0002327*

Received: 6/9/2016 5:21:30 PM

Commenter: Thomas Karasek

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to reach out on this important issue. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it's time to let it. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application. Careful monitoring and abrupt shut down for violations should be part of the approval.

Submission Number: *MBTL-SEPA-DEIS-0000737*

Received: 5/23/2016 1:44:52 PM

Commenter: Ann Karr

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Please, please to not give approval to this horrible project. My family and everyone I know is against this massive coal project!

Submission Number: TRANS-LV-Q2-00027

Received: 5/24/2016 12:00:00 AM

Commenter: Bill Kasch

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Bill Kasch, 2619 Nichols, Longview, Washington -- born in Longview. My comments are I am so sad -- disappointed, but sad that we are resorting to this quick fix, is what it is. Because we're -- our leaders, city council, the economic development council, they're so lazy to go and get another type of job. I mean, and then we got coal. This is -- when the world is going against it. Over 100 nations signed against coal at the United Nations because the world climate is changing. Here we are going the other direction because we're too lazy to get other positions. The front acreage along the waterfront, deep water port and we're giving it up for 120, 130 jobs is insane. And the question is how many jobs are we driving out? Away. How many businesses, tourists are going to say, I'm not going to that coal town? Longview was -- R.A. Long built this town, and it became one of America's ten prettiest towns. Did you know that? We were rated that. And now we're just giving it away to coal, turning this into a dirty coal town because we're so lazy. I think that's -- you know, you've got other people to speak, but I feel that our -- all these people on this list, many of them are Longview, you know, people are backstabbing R.A. Long in the history that built this town. This is a beautiful town. We have a lot of history, and we're throwing it all away. And the thing is, it will affect -- this coal is affecting -- will affect the world. It's not Longview -- not only Longview, but Japan and the people of India. There's people dying all the time from the heat. There's so much heat now because of the rising of the temperature. This is the highest the world's ever seen last month. It's getting hotter. How can people not care? That's all I can say. How can we not care? Coal was stopped up at Ferndale, stopped in Tacoma, stopped in other areas where it's been. Portland, Vancouver. Longview? Why are we -- everyone else stopped it. They know what they're doing except for us because we are stupid. I don't know what the word is, but, anyway, I think it is we're just -- a quick fix is what this is. And we're lazy to fix it. People don't realize how many trains are going by at night when everybody is trying to sleep. The quality of life in this town will be changed. I'm going to be gone, but as soon as this thing gets started -- it will take a couple of years to get it passed and then get started. By a couple years -- it might run a couple of years, but coal is going to be stopped in the world after the temperature gets so high. We're looking at -- we are looking at preservation of the earth, of people -- of man. God said that we are to protect the earth. In the Bible it says to protect the earth. We're not protecting it. We're going against God. And I'm not a real religious guy, but I believe in that kind of stuff. The City of Longview has one of the highest rates of asthma and other, you know, health problems. Our hospital down here has a special group of people, doctors, that work towards that stuff. We already have such high rates of problems and now we're going to add more. It's -- please, the powers at be will be the ones that make the decisions. Please don't allow this to take place to our children. And these workers, I feel sorry for them. They're being used. They will be here for a while -- the workers will be here and then in two years they're finished. They're gone someplace else. But very few of them are from Longview. And no matter where they're from, they take their paychecks with them. And after they get their paychecks, they spend it wherever they come from. They're not going to spend it here. We're not going to benefit from all that stuff.

Submission Number: *MBTL-SEPA-DEIS-0000309*

Received: 5/10/2016 8:02:02 PM

Commenter: DAVID KASTELINE

Organization:

State: Michigan

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

THE DAYS OF COAL NEED TO SOON BE OVER IF WE ARE TOO WEATHER THE SEVERE CHANGES HAPPENING RIGHT NOW TO OUR COUNTRY AND OUR PLANET !!! ARE THE RICH PEOPLE GOING TO CONTINUE OUR MARCH TO DEATH OR HELP US CLEAN UP THE THOUSANDS OF TOXIC WASTE SITES THEY HAVE CREATED JUST DOING BUSINESS AS USUAL ??? LET US LIVE IN THE SUN, NOT DIE IN A POLLUTED WORLD !!!

Submission Number: *MBTL-SEPA-DEIS-0002995*

Received: 6/13/2016 4:25:54 PM

Commenter: Alisa Katz

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional \$5.9 million in tax revenue during construction and an additional \$1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at \$37.2 million during construction and \$2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: *MBTL-SEPA-DEIS-0001993*

Received: 6/6/2016 2:44:05 PM

Commenter: Chris Kaufmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: *MBTL-SEPA-DEIS-0001994*

Received: 6/6/2016 2:44:53 PM

Commenter: Tasha Kaufmann

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many let's makes it happen. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: *MBTL-SEPA-DEIS-0001597*

Received: 5/31/2016 5:34:28 PM

Committer: Karen Kautzman

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over \$12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: *MBTL-SEPA-DEIS-0003319*

Received: 6/13/2016 8:31:17 PM

Commenter: Cesia Kearns

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

The MBT project is a bad deal for Washington and communities from every step of the life cycle of coal. From the mines, along the rail lines, to the terminals, and when the coal is burned in communities at its destination, the health, safety, environmental, and climate consequences are far too great. Investing in coal will only hold Washington back, harming existing industries, and presenting a false choice around jobs versus clean air, water, and a higher quality of life. For those of us who live on the other side of the Columbia River but frequent the river, this is not just a Washington issue. The DEIS cannot ignore the regional implications of this project. The DEIS predicts over 11 additional rail-related accidents every year statewide, and an additional accident every year in Longview. The situation is even more grave when looked at in terms of cumulative risk including other proposed projects—the DEIS predicts 19 coal train accidents per year. Who will bear the consequences of this increased risk? After recently having an oil train derail and catch fire in Mosier, Oregon, this is yet another example how they can and do happen. The cumulative impacts of existing and new proposed coal and oil trains through our region must be taken into account. The disproportionate impacts of pollution from the mining, transport, and burning of coal should be taken more deeply into account than the DEIS outlines. 44 million tons of coal a year, this project would be one of the biggest greenhouse gas emitters in the state of Washington. Approving this project would be contrary to clean energy and fossil fuel transition policies recently passed in Washington. Moreover, there are a number of flaws and invalid assumptions in the GHG market analysis that result in significant understatement of the GHG impacts, which are likely much higher than disclosed in the DEIS. The people of Washington, Oregon, Idaho, and Montana deserve better than a project with risky financial prospects proposed by a company that lies, and that would bring substantial health, environmental, safety, climate, and economic harm. The DEIS should take all of this into account, but it is clear that this project should not be permitted. Thank you.

RECEIVED

JUN 10 2016

To: Millennium Bulk Terminals EIS, c/o ICF International

710 Second Avenue, Suite 550

Seattle, WA 98104

The following comments are offered to Cowlitz County and Washington State Department of Ecology as co-lead agencies for the permitting of the proposed Millennium Bulk Terminals at west Longview in Cowlitz County.

First this is a private entity seeking permits for positive economic activity that is needed from a supply demand perspective and much needed in Cowlitz County.

Secondly, after having reviewed summaries of the draft E.I.S. relative to coal dust/air quality/greenhouse gas emissions and noise impacts; there are impacts, however, mitigation and potential mitigation measures are identified to substantially reduce the negative impacts.

Specifically, I favor granting a path forward with reasonable permits for the following reasons:

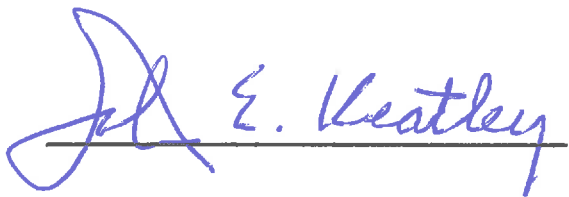
- 1. Cowlitz County needs these jobs from both the construction and operating functions.**
- 2. The County needs investments in capital assets for taxing districts' revenue.**
- 3. The improvements in dock, road and rail transportation will aid in other business and employment endeavors both in the vicinity of the improvements and quite likely lead to further improvements beyond (further west) both public and private.**

4. To the perspective of waiting for some other future proposed investment that is different or perceived to be "better"; there is not a shortage of industrial land in our county for the foreseeable future.
5. Finally, this export activity will result in positive balance of trade.

Private business needs the opportunity to succeed and there are many public and citizen attributes that accrue and will diversify our employment and tax base.

Please approve the applications without undue delay.

Sincerely,

 John E. Keatley

JUNE 10, 2016

John E. Keatley

5849 West Side Hwy.

Castle Rock, WA 98611

Cc: Cowlitz County Commissioners

Submission Number: *MBTL-SEPA-DEIS-0002866*

Received: 6/13/2016 2:54:37 PM

Commenter: Roy Keck

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest \$680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Department of Ecology
Millennium Bulk Terminals
Draft Environmental Impact Statement
Public Hearing
May 24, 2016
George Keefe
georgewanc@gmail.com

Every step of the coal-fired process is dangerous to human health, from mining and processing to transporting to burning and waste. Those most impacted by these dangerous, toxic processes are the most vulnerable: the poor, the elderly, and especially children. Mercury from coal plants causes neurological damage in babies and children. Already, large deposits of mercury from coal-fired power plants in Asia have been found in the nearby Cascades. Coal burning is linked to the leading causes of death in the United States: heart disease, cancer, stroke, and chronic respiratory diseases.

Coal companies want people to believe that we must choose between jobs and a clean environment. Coal produces fewer jobs than any other export. Coal exports will destroy far more jobs than they will create. Already there are more than twice as many jobs in wind and solar power industries than there are in the entire coal industry.

Faith communities have led the successful fight against new coal-fired power plants and played a central role in the agreement to close, in 2020 and 2025, two coal-fired generating units in Centralia, Washington. Building coal export terminals would take us backward. We can invest in the future through conservation and clean and renewable sources of energy. God's creation and our children's future must be protected.

Submission Number: *MBTL-SEPA-DEIS-0001953*

Received: 6/6/2016 2:05:21 PM

Commenter: Brent keeler

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: *TRANS-LV-Q1-00030*

Received: 5/24/2016 12:00:00 AM

Commenter: Cambria Keely

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello. My name is Cambria Keely. I'm 14 years old. I've lived in Kalama for my entire life and I hope to inherit my family's property someday with as little change as possible. We've all heard the term clean coal. Even President Obama has used this term. Coal cannot be clean in any sense of the word. Coal is mined, transported, and burned. At each step releasing dangerous toxins and greenhouse gases into our atmosphere, soil, and waters. Clearly coal, just as anything, would let off carbon dioxide as it burns but certainly more than any other flammable material because coal is mainly composed of carbon itself. The DEIS shows that exporting significant volumes of coal will lead to 27 million tons per year of net additional emissions. That's equivalent to over seven now coal-fired power plants. It would increase the State's existing total GHG emissions by around 30 percent. This is totally unacceptable. Burning coal emits toxic gases and chemicals. We have no choice in that matter, but what we do have a choice in is whether we distribute it so they can burn it. If you don't allow this coal terminal to be built, we are one step closer to a safer planet. After all, you can't work if you're sick. I beg of you, please take the no-action alternative not only for our health and wellbeing but also for that of generations to come. Thank you.

Submission Number: *TRANS-LV-Q1-00022*

Received: 5/24/2016 12:00:00 AM

Commenter: Mark Keely

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Hello, my name is Mark Keely, K-E-E-L-Y. I'm a 20-year Kalama, Cowlitz County resident. The DEIS states, quote, coal dust and other forms of particulate matter do not remain in the air indefinitely. Eventually these particles settle out of the air and deposit onto the ground. Coal dust may be deposited directly onto the rail ballast along the railway or the rail right-of-way or adjacent areas. Where the coal dust lands, the distance from and the direction from the rail right-of-way, depends on the particle size, wind speed, and other meteorological conditions. Human exposure to the deposited coal dust can occur by humans ingesting the soil, sediment, surface water, ground water, or agricultural products such as fish or other animals that have ingested the soil or the water tainted by the coal dust deposit, end quote. The health risks associated with coal are very high. Coal is a very dirty fossil fuel. Coal contains mercury, arsenic, and lead. Coal dust is associated with chronic bronchitis, emphysema, pulmonary fibrosis, asthma, and COPD. Asthma rates in Washington State are among the highest in the nation. Cowlitz County is already ranked the second highest in the state. Those of us who have it don't want it and certainly don't want anyone else to have it. Coal pollutants affect all major body organ systems and contribute to four of the leading causes of mortality in the U.S. which are heart disease, cancer, stroke, and chronic lower respiratory disease. There is just way too much health risk associated with coal. Common sense says to leave coal in the ground. I urge you to take the no-action alternative. Thank you.

Submission Number: *TRANS-LV-Q1-00029*

Received: 5/24/2016 12:00:00 AM

Commenter: Sally Keely

Organization:

State: Washington

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

My name is Sally Keely. I'm a 0039 resident of Kalama for 20 years and own multiple properties in Cowlitz County. I chose Kalama as my home and the town to raise my family because of its proximity to the Columbia River and access to clean recreational areas. We regularly walk in Marine Park just south of the Port of Kalama to renew ourselves and the fresh air. The train tracks run parallel to Marine Park right along the walking path past the children's playground and ball fields. This terminal would increase coal traffic by at least 76 mile-long trains per day on Washington rail lines. BNSF has documented that large volumes of coal dust and large chunks of coal are lost from open railcars. They admit topping agents are known to be ineffective over long distances. As a mathematician, I have reviewed the coal deposition modeling formula given in the DEIS. In my professional opinion, the impact of coal dust from trains is being severely underestimated and mostly dismissed. The studies used to develop the formula do not adequately assess effect of Northwest weather, winds in the Gorge, train speed, level of vibration that breaks coal down into smaller matter. Each involves inadequate estimates and fuzzy math. Rudimentary calculus shows the suggestion to simply pile the coal in a bread loaf shape doesn't cut it. There simply is no safe level of particulate matter when it comes to children breathing in toxic coal dust and known carcinogens. Coal is dirty. As an energy source, coal is a huge step backwards. We can do better. As a Salish Nation member recently said to me, Our duty is not to take but take care of. We all have a responsibility to our community, our country, our Earth to take care of the air and waters for our children and grandchildren leaving them in at least as clean and abundant as we inherited them. I urge you to take the no-action alternative. Keep coal in the ground. Thank you.

Submission Number: *MBTL-SEPA-DEIS-0000926*

Received: 5/24/2016 5:13:42 PM

Commenter: Mark Keeser

Organization:

State:

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Keippela, Teri (0072)

Submission Number: *MBTL-SEPA-DEIS-0000072*

Received: 5/4/2016 3:47:54 PM

Commenter: Teri Keippela

Organization:

State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology

Initiative: Millennium Bulk-Terminals Longview SEPA DEIS

Attachments: No Attachments

Submission Text

No to increasing global warming by coal.