

Attention: U.S. Army Corps of Engineers, Seattle District,

As a Cowlitz County resident, I am concerned about the potential negative environmental impacts of the Millennium Bulk coal terminal. After reviewing the Draft Environmental Impact Statement, I have several concerns. One of the things not thoroughly explained in the Draft EIS, is the potential effects of the coal dust on aquatic and terrestrial species throughout the entirety of the coal shipment route by rail from the point of extraction, loading in the Powder River Basin, travel through the Columbia River Gorge, and to the point of destination for shipment from the terminal in Longview. I believe that after attending one of the public meetings in Longview on October 24<sup>th</sup>, 2016, and hearing many public comments, many people in the Pacific Northwest region are concerned as well about the potential long term effects of the coal dust, not just at the proposed terminal, but during its continual transport through the Columbia Gorge. Considering that there are also many species of endangered salmon in the Columbia River and its tributaries that have been listed as endangered or threatened since the 1990's, the results of coal dust and potential train accidents could have significant negative environmental impacts also.

Although there is mention in the Draft SEPA EIS that coal dust could negatively impact fish and other wildlife through toxicological means, and describes some of these adverse effects; it states 'tissue abrasion, smothering, obstruction or damage to feeding or respiratory organs, and other effects resulting from reduced quantity or quality of light' for fish. The conclusion of this section simply states it is not expected to have any significant adverse impacts, which seems to be contradictory to the description of the effects of coal on fish. The only part I could identify in the Draft SEPA about the effects of Coal dust on air-quality are the 'aesthetics, looks, and cleanliness of surfaces', but nothing relating to the health of humans.

The Draft SEPA EIS also states that three of the main rail lines in Washington need improvements to increase capacity, and that these rail lines won't be able to handle the increased traffic from this project by 2028, and it is unknown when these improvements would be made, and it also states that it is unknown exactly how rail safety improvements would be made. This is also a bit concerning, and appears that this will greatly increase the potential for train accidents, also increasing the potential for environmental contamination.

I believe that the PNW region is a particularly natural resource abundant region, and we must effectively weigh the cost-benefit analyses when it comes to projects that involve transporting potentially toxic sources of energy. I hope that you will reconsider moving forward with this project.

Regards,

Alexandra Moore