

June 4, 2016

Millennium Bulk Terminals EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

To Whom It May Concern:

Washington State has made a commitment to invest in clean technology jobs for wind, wave, and solar energy, so it is astonishing to me that my state is considering approving the Millennium Bulk Terminals-Longview project. Coal export terminals would reverse major commitments to reduce the state's contribution to global warming pollution.

This is just one of the reasons I am opposed to the Millennium project. After reviewing the information that was provided at the public comment hearing on June 2 in Pasco and reading information that is available on the Internet on this project I am concerned about the following aspects of shipping coal through Washington State:

- The project would release coal dust during rail transportation and in handling and stockpiling coal at the terminal. The coal dust is not expected to pollute waterways or harm fish, but it would affect air quality and wildlife. It would increase particulate matter around the project site and impact anyone living in the area. Coal export terminals in other parts of the U.S. are notoriously dirty. Massive coal piles are regularly sprayed with water in an attempt to suppress the clouds of coal dust associated with outdoor coal storage. This leads to large quantities of filthy wastewater that, along with storm water runoff from acres of coal piles, will eventually discharge into the Columbia River.
- The project could significantly increase rail and vehicle traffic, adding wait times for vehicles at railroad crossings as eight mile-long trains a day deliver coal and leave the Longview facility. In addition there will be eight-mile long empty trains leaving the facility, 16 new trains a day. In small and large communities with train tracks the impact is staggering. A mile long train can block multiple crossings, tying up traffic in cities/towns they travel through daily.
- The train traffic from the coal terminal would exceed capacity on Cowlitz County rail lines and contribute to the excess capacity already expected on rail lines around Spokane, Pasco and Vancouver. Without rail line improvements, the impact of the train traffic will be "significant and unavoidable" and would increase the risk of accidents by 22 percent in Cowlitz County and Washington state. Accidents happen, ie the oil train derailment in Mosier, OR on June 2.
- The terminal would increase rail traffic noise along the shipping route – especially in places where trains are required to sound their horns. Those impacts would disproportionately affect low-income and minority populations. Here in the Tri-Cities that is especially true as the trains move through Pasco and Kennewick.
- The project would also affect ship traffic by adding 1,680 vessel trips – a 27 percent increase – on the Columbia River. It would increase the risk of an oil spill incident on the river. In Longview, Millennium proposes to store tens of millions of coal outdoors, year-round, and construct two new industrial ship berths on the Columbia. This will require dredging in shallow-water salmon and smelt critical habitat.

- An oil spill from a vessel could have significant impacts, and coal could affect waterways if it spills out of a train or a ship.
- The project would increase air pollution in the form of carbon monoxide and volatile organic compounds from ships and trains in Cowlitz County and across the state.
- Many high paying jobs will be created for construction of the new terminal but once completed the export of coal requires a small workforce and wastes hundreds of acres of waterfront property to store raw coal. The proposed 460-acre coal export site has tremendous potential for thousands of jobs in light industrial and smart-tech growth, instead of being mired in a single commodity dirty export trade.
- Finally we are shipping coal overseas, encouraging the continued burning of coal when we should be helping countries decrease their dependence on fossil fuels.

I **do not** support the Millennium Bulk Terminals-Longview project.

Sincerely,

Karen Wieda