

Legislative Representatives:

Local # 117 – Timothy Burch
Local # 161 – Patti Otani
Local # 324 – Todd Kester
Local # 426 – Darren Volland
Local # 556 – Kirk Sides
Local # 845 – Tracey Council
Local # 855 – Steve Mazulo



Legislative Representatives:

Local # 977 – Gary Howell
Local # 1238 – Shane Sadler
Local # 1348 – Herb Krohn
Local # 1505 – Donald “Bud” Newton
Local # 1637 – Clyde Rosa
Local # 1713 – Dwayne Hawkins
Local # 1977 – Travis Anderson

Washington State Legislative Board

Representing Railroad Train & Bus Service Employees of Washington State

11225 Roosevelt Way N.E., Seattle, WA. 98125

Washington State Legislative Board Executive Committee:

Herb Krohn – Washington State Legislative Director – 206-713-5442 email: hskrohn55@hotmail.com

Steve Mazulo – Assistant Legislative Director

Gary Howell – Board Chair and Alternate Legislative Director

Todd Kester – Secretary; Clyde Rosa – Vice Chairman

June 12, 2016

Washington State Department of Ecology and
Cowlitz County Department of Building and Planning,
Millennium Bulk Terminals Longview Draft EIS,
c/o ICF International,
712 Second Ave., Suite # 550,
Seattle, WA. 98104

re: Submission of Written Comments on Draft EIS

Please consider these comments on behalf of the two thousand Washington State members of our organization who work as railroad operating craft employees across our state.

We assert that one of the most through EIS research projects ever in the history of our state has been completed in addressing concerns regarding this proposed development; no other similar project has ever been subjected to such intense scrutiny. We have grave concerns regarding the precedent of imposing such conditions to address greenhouse gas emissions from product origin, all transportation aspects, to consumption and disposal in other nations in order to complete this EIS. By engaging in such commodity partiality, it could open the door to blocking transportation and marketing of any and every commodity anyone might consider objecting to including Boeing Aircraft, automobile parts, even GMO grains or agricultural products; so we urge you to remove such considerations from the final document.

Please also consider that this proposal as well as other similar proposed projects constitute long term export terminal infrastructure for Washington State that will provide solid middle income jobs for workers locally, as well as railroad workers across the entire western U.S. for many decades into the future. Long after coal ceases to be a major source of energy generation this facility will be capable of handling many other bulk mineral commodities for export. Consider that if this project were not come to fruition it will only hasten the expansion of similar facilities in British Columbia, Canada so the resulting facility jobs will be exported along with the commodities being transported.

We strongly support approval of this proposal, and request that only GHG mitigation conditions for carbon emissions directly related to the actual operation of this facility be required. Neither railroad or ship transportation, nor destination commodity use mitigation requirements are appropriate for the operation of this or any other export facility. No other export terminal anywhere in the world handling similar commodities are subjected to such standards; to require Millennium to such an unusually onerous standard would place all of our nations export commodities and systems in peril in the future.

Therefore, we request that such extremely burdensome and unreasonable requirements be omitted from the final EIS so that this project is permitted to move forward in the interest of our economy and our nation's middle class workers and our economic future.

Thank you for your consideration of our concerns.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'Herb Krohn', with a stylized, somewhat abstract flourish at the end.

Herb Krohn

Washington State Legislative Director

SMART-Transportation Division formerly United Transportation Union