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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?

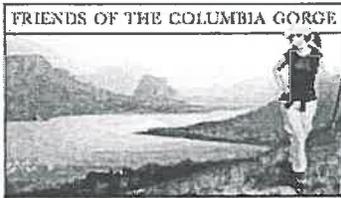
- | | | |
|---|---|---|
| <input type="checkbox"/> Noise | <input type="checkbox"/> Coal Dust | <input type="checkbox"/> Wetlands or Streams |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Greenhouse Gas | <input checked="" type="checkbox"/> Water Quality |
| <input type="checkbox"/> Human Health | <input checked="" type="checkbox"/> Climate Change | <input type="checkbox"/> EIS Regulatory Process |
| <input type="checkbox"/> Rail Transportation | <input 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 type="checkbox"/> Vehicle Transportation | | |

PLEASE SHARE YOUR COMMENTS BELOW:

Highly flammable fossil fuels should not be transported through the Columbia River Gorge, a Scenic Protected Area. As recent events have demonstrated, the rail industry cannot safeguard against all accidents and concurrent serious pollution of natural areas.

(comment continued)

(additional space is provided on the back)



POWER PAST COAL

communities against coal export

TALKING POINTS FOR MILLENNIUM DEIS

Topline Message: 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 Is a Bad Deal for Longview:

- Despite a chapter on the site's background, the DEIS completely ignores this project's sordid history. Its backers were caught lying to regulators and the public in 2011 when they claimed to only be interested in a 5 million-ton/year project. Why should anyone trust anything they say?
- The DEIS acknowledges that the rail system in Longview simply can't handle 16 additional mile-plus-long trains of coal per day. [S-30] Who will pay for upgrades to the rail system? What will the impacts of those upgrades be?
- Adding those trains in Longview means over two hours of additional rail gate "down time" every day in Longview [S-32] But the DEIS masks the impacts this will have to vehicles by using highly technical "level of service" framework and 24 hour averages. [5.3-30] What does it mean for an actual commuter during rush hour or parent trying to pick up their child at school?
- Noise from trains and whistles will exceed regulatory standards at hundreds of Longview homes. [S-34] Not surprisingly, the impact on people of color and low income communities is disproportionate. [S-41; 3.2-27]
- Coal dust from open piles of coal is a huge problem in other places, yet the DEIS finds the impacts to be insignificant. [S-37; ch 5.7] Coal dust coats neighbors' homes, cars and boats, and the water quality around terminals is bad. In communities that have coal piles, companies are often unreliable in their control of coal dust, and local communities have been forced to bear the cost of cleaning up the problem, monitoring coal dust, or pursuing lawsuits to hold companies accountable. The final EIS should look harder at real world examples of coal dust pollution in terminal communities.
- The DEIS does not adequately consider the economic and reputational risks to Longview and other communities impacted by coal trains and dust. Studies elsewhere have shown real estate values to decline due to increased train traffic, and businesses will not choose to relocate to "coal towns." These impacts are significant but ignored in the DEIS.

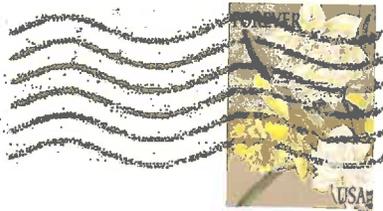
The Coal Terminal Is a Bad Deal for Washington

- Increasing rail traffic statewide would significantly exceed system capacity on almost all segments of rail in Washington. [S-30; 5.1-19] What will the economic impacts be for other users of the system, like agriculture? Who will have to bear the costs of improving the system?

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