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JUN 13 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](http://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 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"/> Fuel          |
| <input type="checkbox"/> Vehicle Transportation         |   |   |

PLEASE SHARE YOUR COMMENTS BELOW:

I was going to write what I planned to say at the Spokane hearing (but I was not selected to speak). However in the light of the recent derailment of a BP oil train near Mosier Ore., I send to you the opinion of ~~our~~ the editorial board of our local newspaper.

(comment continued)

(additional space is provided on the back)

DUED →

\* Local rail infrastructure cannot handle the coal trains.

\* Coal trains have a negative impact on the health of the communities they pass through.

\* Increased risk of train accidents negatively impacts fishing + wildlife habitat along the Columbia

Sincerely

Diana Armstrong  
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Moscow, IDAHO

Daily News  
**OPINION**

DNews.com/opinion/

Friday, June 10,  
2016

**OUR VIEW**

## A fire on the beach can be too intense for marshmallows

The derailment, oil leak and fire involving a 96-car Union Pacific oil train on tracks next to the Columbia River east of Portland last Friday was almost what we feared.

Carrying highly flammable Bakken oil from North Dakota's oil fields, the train was on its way to Puget Sound.

Because the train was passing the small town of Mosier, Ore., it wasn't going very fast.

And because of that the crash was not nearly as bad as it could have been.

So, only a little oil leaked into the river. Only four of the derailed cars caught fire.

Still, rail officials suspect its cause was a rail that had come loose from a single railroad tie. A loose spike that had never been detected in the twice weekly inspections of that section of track threw 16 multi-ton railcars into an accordion-fold pileup. The friction created enough heat to ignite oil that sent black smoke from the four burning cars rising hundreds of feet into the air.

Imagine the devastation if the train had been moving at 60 instead of 20 miles an hour.

Or was careening through downtown Spokane rather than the outskirts of tiny Mosier.

Rail transport may be relatively safe — compared to the number of tanker trucks needed to transport the same amount of oil — and relatively inexpensive — compared to building a pipeline.

Yet, it is not without risk. That risk, it appears, can't be eliminated by regular safety checks.

Is the profit to be made from accepting that risk worth it?

A person's answer probably depends on whether she lives next to the railroad tracks involved, invests in TesoroExxonMobilShell stock, believes we must sharply curtail carbon emissions to save the planet, drives a four-wheel drive crew cab F-250 or is concerned about her tribal fishing rights on the Columbia. Or all of the above.

For that matter, is the Columbia River an industrial highway or the annual commute route for endangered salmon and other species, not to mention a playground for windsurfers and a reserve of electrical power for hundreds of thousands?

Rationalizing the cost to move this oil on this route by this means involves some of the more difficult decisions we — and our grandchildren if we fail — will need to make.

— Lee Rozen, for the editorial board



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SPOKANE WA 990

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