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JUN 10 2016

Re: Millennium Bulk Terminals EIS

To Whom I May Concern,

Thank you for the opportunity to continue commenting from my verbal testimony in Spokane on May 26, 2016 regarding this important issue. Expanding this terminal for coal export would be disastrous for our community, our nation and the world. The economic gain will not be worth the price our communities and individuals will subsequently bear. I will be speaking about a broad view of impacts to our nation and the Earth first then move my discussion toward how my family, now grown adults with their own families, all living within less than a half mile of active rail lines, and neighbors will be effected in the near future and years to come.

Imagine if you choose, that you made the decision to permit this terminal knowing that most of the coal will be shipped overseas to be burned for power generation. Knowing full well that burning this particularly dirty coal will contribute massive amounts of CO₂, a greenhouse gas and toxic (mercury) or acid rain contributing SO₂ and particulates to the atmosphere. Coal fired utility plants in US alone were calculated to have burned 1.7 billion tons of CO₂ in 2011. China is building about one power plant a week. So are you comfortable with the possibility of warming the planet so rapidly that it causes the collapse of the world's major ecosystems that we humans rely on for our very survival? Then in the not too distant future (within your life time) you realized that you made a grave error of judgment. You find that the warming has progressed to the point where it can't be reversed. Run away climate warming has passed the point of no return. Now imagine your family in jeopardy and not a thing can be done to change it. So here we are at a point of decision making, where I am faced with acting as an individual and expressing my grave concern to you the decision maker have chosen to make (likely) the most important decision in your ephemeral life. You will be making a choice in the face of all the scientific data collected by competent peer reviewed research worldwide for 50 or so years. I hope you have done your homework and I will trust that your homework included the massive destruction surface coal mining does to the land at large, disrupting water tables and natural places, leaving them barren for all practical purposes. These precious lands can't be reclaimed to their original state, ever. This is not a business as usual decision you are about to make.

If this huge terminal for export is built then the precedent will have been set for not only its continuation to export coal to Pacific Rim markets, but for others to be built as well to export more coal and oil as well. It is for this reason that the Bulk terminal should not be expanded.

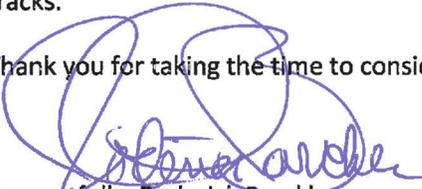
There are other more immediate issues for you to consider. All of the train routes travel along primary rivers, lakes and other waterways or wetlands within a number of states besides Washington. I grew up in Spokane, have lived at length in the Flathead valley of Montana and am now living near Sandpoint, Idaho having lived the last 35 years in North Idaho. With the number of coal trains now and projected it is not a matter of if but when a derailment into one of these pristine waterways will happen. Will you consider it business as usual or will your decision consider the consequences of such events and their impacts for all time?

Sandpoint is much like Spokane in that it is an hourglass for three rail lines where they all come together to pass through our town and cross either Lake Pend Oreille, or Pend Oreille River where there is always the potential for mishap as when part of a UP train fell into the Kootenai River when the bridge collapsed within the city of Bonners Fy, Idaho. I was living there when it happened early 1980's.

In Sandpoint we live with trains coming and going with regularity averaging about one mile long train every 30 minutes or so. With the accumulative effect of more trains we will expect to have trains every 15 to 20 minutes. Trains necessarily slow through our towns for safety reasons, blocking traffic for 4 to 8 minutes on busy arterials and lesser roads depending on train speeds and some trains stop altogether blocking traffic for indefinite periods of time. More often than not there is no quicker alternative than to wait for the train to pass. Meanwhile emergency vehicles can't get to the fire, or injury victim, school busses and city buses must wait. In fact we all wait, cement trucks, delivery trucks, commerce and life stops for the trains. This happens all day long every day in Sandpoint. I don't have the time to look up the number of crossing fatalities however it is substantial if you care to check on it. According to an article in the Sandpoint magazine we have an average of 2 collisions per year involving grade crossings since year 2000 in Bonner County. The article pointed out that there were 5 collisions in 2013 resulting in 2 fatalities on different crossings.

The other less weighty and more immediate issues I wish to convey deal with the immediate quality of life such as the sounds of rumbling trains, engine noise and warning whistles at grade crossings. The dispersal of coal dust is a real problem, especially for those people who live near or down wind of the tracks.

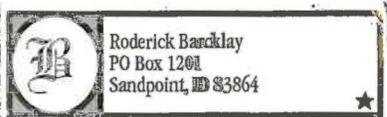
Thank you for taking the time to consider my concerns.



Respectfully, Roderick Barcklay

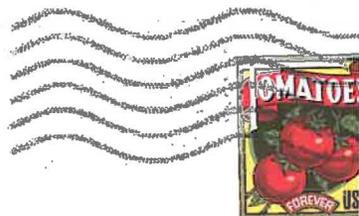
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