

Rosemary Brinson Siipola
PO Box 373 201 Elm Street
Kalama, Washington 98625
360-431-1363
rbsiipola@gmail.com

Testimony: Environmental Impact Statement
Millennium Bulk Terminals
Longview, Washington
May 24, 2016

My name is Rosemary Brinson Siipola and for nearly 20 years, I was responsible for the transportation planning for major infrastructure projects in the Longview-Kelso Metropolitan Planning Organization as the Transportation Planning Manager for the Cowlitz-Wahkiakum Council of Governments.

The SR 432 Corridor was studied and analyzed numerous times during my career at the COG. These included replacement of the Lewis and Clark Bridge, development of the Port of Longview industrial rail corridor, redevelopment and reconstruction of the Talley Way/SR 432/I-5 Interchange, and the capacity and signal improvements for the corridor between Columbia Blvd. and the intersection of SR 433/SR 432. All of these projects incrementally provided coordinated capacity improvements and modernization of the 1920's era truck and "choo choo" train transportation network.

The business and industry along the SR 432 Corridor, as it has developed from its infancy in the 1920's, is the base of the economy of Cowlitz County. The corridor, developed in the 1920's, needs to now support the economy of the 21st century. This is a golden opportunity for our region to develop a more balanced economy by coveting and improving the corridor to become a premier intermodal transportation network for the 21st century. The land use opportunities to compliment the transportation network need to be developed in the best way to create the most jobs, enhance every piston of our economic engine, which will result in a solid future for the region.

At times during the past 20 years, the volume of trucks along the corridor was second only to Royal Brougham in Seattle, which is one of main arterial access points into the Port of Seattle area. In other words, this is a very heavily-traveled, busy truck and rail arterial. I once asked the computer graphics staff at WSDOT to make a computer generated photograph of a chip truck going over the bridge into Longview Fibre, which was part of the Industrial Rail Corridor project. They came back with the photograph, which depicted a Frito-Lay truck heading to the cafeteria. In other words, we were mysterious. We had to work hard to get the state to understand the needs of our region and to pay attention to us.

The state has stepped forward on two major levels of support for the corridor and our future. First, the clean-up of the site will make available 400 acres of industrial land ready for development as a world-class intermodal terminal and manufacturing area, 35 miles closer to our international waters and trading partners. The second is the funding for improvements that will allow for the truck and rail volumes to run smoothly through the corridor, not impeding traffic for residents, tourists or business. This really is our region's golden opportunity to grab the ring for a sustainable future.

Allowing for this most valuable industrial site, probably in the whole state of Washington, and the entire west coast, to be overtaken by a facility that will only be in business for 50 years or less, only produces less than 150 jobs and takes up precious rail and truck infrastructure for a single commodity that has a shaky future, at best, seems to me to be short-sighted and a little desperate. We can, we must and we will do better.

Bringing our economy into the 21st century, after 30 years of treading water, will not be easy. The assets are in place to do this and we must take advantage of this opportunity to support future industry on this site that will bring a good number of family wage jobs, that will spin off real value-added employment opportunities, support the education and training of our residents and provide a better future for the citizens of Cowlitz County. The Millennium Bulk Terminal proposal does not do any of these things, nor does it support the efforts that the state has in play for us to develop a more sustainable future. I urge you to support the No Action Alternative.

Thank you.

A handwritten signature in black ink, appearing to read "M. Miller", with a long horizontal flourish extending to the right.