

Testimony on the Millennium Bulk Terminals, Longview WA  
Cowlitz County Convention Center  
September 17, 2013

There is a silver lining to the black cloud of expanded coal exports currently hanging over the NW: the coal debate has brought home to us how inextricably our railroads are connected to our rivers. This is especially true in the west and, in particular, Idaho, Oregon and Washington. The common denominator for most of the proposed new coal transport is the Columbia River.

The Millennium Bulk Terminals, the Gateway Pacific Terminal and the Port Morrow Coyote Island Terminal will have environmental impacts beyond their respective sites. These impacts will occur wherever this coal moves.

Nowhere will these impacts be more concentrated than in the Columbia River Gorge. The geographic features that make the Gorge such a marvelous display of creation inspired the construction of the Columbia River Highway in 1915. Seventy years later, the Gorge was designated a National Scenic Area. Needless to say, the rail and river relationship is especially close in the Gorge.

Beyond the predictable environmental impacts there are other risks. These include:

- Disruption to everyday movement in local communities
- Disruption to emergency responders
- Interruption of view corridors
- Unwanted noise in prime tourist sites
- Conflicts with passenger rail service

Washington, Oregon and the federal government have spent considerable sums of money to enhance the NSA with interpretive centers, trail improvements and, most significantly, the restoration of the original Columbia River Highway. Opening up the NSA to increased coal transport flies in the face of all these efforts and will very likely override future efforts to protect this regional and national resource.

We urge you to include the Columbia River National Scenic Area in this Environmental Impact Study.

Dave and Kathleen Shelman  
36141 SE Hurlburt Rd.  
Corbett, OR 97019  
503-695-5859