

My name is Thomas Gordon and I live in Washougal, WA.

The proposed Millennium coal terminal in Longview, WA, if completed and used, would affect not only Longview, but also the entire Columbia River and the Columbia River Bar.

The Millennium terminal would require 16 trains a day, each a mile long, loaded with coal, to reach the full potential for the facility. Coal dust would blow off the coal, and rain would wash dust through the cars as they rumble along, dripping water laden with dust onto the tracks and into the tributaries of the Columbia.

This dust, with mercury and other dangerous ingredients, would add further contaminants to already polluted waters. On September 23, 2013, The Oregonian newspaper released a recommendation from Oregon Public Health for people not to eat resident fish-those that live in these waters year round- because they have high levels of mercury and other contaminants. Between Bonneville Dam and Ruckle Creek the small mouth bass had levels of 0.26 per million and the limit is 0.20 parts per million. Those further upstream had 0.77 parts per million. Why pollute more?

The waters below Bonneville Dam would also receive more pollution as the trains pass along the Columbia.

Crossings in the towns along the route would be blocked as the trains pass through. What are emergency vehicles supposed to do?

In Longview, the SR 432 project and a new overpass at the Lewis and Clark Bridge need to be constructed. Who pays for these-Millennium, the railroads, or the taxpayers?

Another consideration is the Columbia River Bar, one of the most dangerous bars in the world. The proposed Millennium terminal would send 700 superbarges a year, almost 2 a day, in addition to the traffic already there. We do not need an Exxon Valdez catastrophe to wreck the remaining salmon stocks that use the mouth of the Columbia River to come upstream.

I strongly oppose the proposed Millennium coal terminal. I urge you to study both the impact of coal dust on the Columbia River and the potential for disaster at the Columbia River Bar in a broad Environmental Impact Statement.

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