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MILLENNIUM BULK TERMINAL EIS  
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scoping questions related to the Millennium Coal Terminal proposal

-to the Washington State Department of Ecology, Cowlitz County, and the Army Corps  
-submission related to the EIS scoping process regarding the Millennium Export facility  
proposed for Longview

I request that a comprehensive, cumulative, and global EIS be prepared. I know this is not an easy task, but please quantify to the extent possible these anticipated impacts to Washington State citizens:

-what will be the percentage increase in ship traffic on the Columbia?  
-what effect will that increase have on local businesses and river transportation?  
-what effect will increased traffic and port operation have on habitat along the river?  
-who will pay for any mitigating measures needed to be taken for the enhanced traffic?

-what percent increase in train traffic across the state and up the Columbia will occur?  
-how much time per day will additional road-crossing-rail closures produce?  
-what percentage increase will that represent?  
-what economic effect will the closures produce in local communities?  
-how will all of these concerns be affected if the trend to expand train transport of petroleum continues?  
-who will pay for any mitigating measures taken for the additional closures?

-what additional transportation infrastructure will be required in the state due to the increased train traffic?  
-what additional maintenance expenses will be required for the rail bed?  
-who pays for these upgrades?

-what is the likelihood of de-railings or other accidents due to enhanced train traffic?  
-what additional safety steps need to be taken ?  
-who will pay for mitigating or safety measures taken for the enhanced traffic?

-what are the health impacts of exposure to the additional diesel fumes from transport trains should the terminal be built?  
-what are the health impacts of exposure to the additional coal dust and volatile organics compounds from transport trains?  
-what are the health impacts of exposure to the additional mercury and other heavy metal pollutants from transport trains if the terminal is built?  
-what are the environmental impacts of exposure to these pollutants?  
-why aren't enclosed coal transport train cars, such as those commonly used in Europe, deployed by the US coal industry?  
-who pays for the medical bills to address health issues caused by the pollutants?  
-who pays for the mitigation to address environmental issues caused by the pollutants?

-what is the likelihood that additional future coal contracts will lead to expansion of both the train and shipping traffic?  
-should the Longview facility be constrained to a 44 million ton per year total?

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- what existing jobs in Washington State will be jeopardized by the transshipment and export of the coal?
  - how much revenue will be lost due to congestion of roadways and rail centers?
    - how many jobs would thereby be lost?
  - what farming or ranching jobs might be jeopardized by pollution from the trains?
  - in particular, all fisheries are potentially or directly threatened by the coal operation, including:
    - Columbia River fisheries: what impact will enhanced rail traffic, shipping traffic, coal dust pollution, and diesel exhaust produce?
    - Puget Sound fisheries: what impact will enhanced rail traffic, coal dust pollution, and diesel exhaust produce?
    - the entire coast, Strait, and Sound: what impact will burning 44 million more tons of coal per year have on ocean acidification?
    - how much will that acidification threaten the survival of oyster spat?
    - how much will that acidification threaten the survival of crab larvae? and mussel larvae? and shrimp? and clams? and scallops? and fish?
    - how much would these chemical impacts to the bottom of the marine food chain destabilize the ecosystem as a whole?
  - who pays for the re-training that might be required to replace the tens of thousands of lost State jobs that depend on a healthy ocean?
- how much will burning an additional 44 million tons of coal a year influence climate change? sea level rise?
  - how will these changes impact Washington state residents?
  - who pays for mitigation?
- are Ambre Energy and Arch Coal planning on bringing empty trains through the Puget Sound Corridor?
  - if the answer is not a binding "no" then all of these rail impacts, health and pollution issues should be examined in light of their impact on the urban areas of the Puget Sound Basin as well
  - I live in Tacoma, which has had a difficult time complying with federal clean air provisions: how much would additional train traffic contribute to air pollution, and how many other activities would have to be precluded in order to bring Pierce County into compliance?
  - who pays the mitigating costs?
- over how many years or decades will the transshipment occur?

Lastly, the entire list of concerns should be considered both independently, and cumulatively, in terms of the impact of multiple export facilities, as well as the longevity of the exports. What will the impacts be if the Longview terminal alone is constructed, and what will they be if the Boardman and Gateway proposals are also accepted? How will these effects be influenced by the duration of the export operations?

thanks,



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