

November 14, 2013

Proposed Millennium Bulk Terminals-Longview EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Danette L. Guy
Biologist/Project Manager
U.S. Army Corps of Engineers, Seattle District
Regulatory Branch
Southwest Field Office
2108 Grand Boulevard
Vancouver, WA 98661

Dr. Elaine Placido
Director
Cowlitz County Department of Building and Planning
207 4th Avenue North
Kelso, WA 98626

Diane Butorac
Regional Planner
Department of Ecology, Southwest Regional Office
P.O. Box 47775
Olympia, WA 98504-7775

Dear Danette Guy, Dr. Elaine Placido, and Diane Butorac,
Please include my comment letter below in the comments on the
scope of the EIS for the proposed Millennium Bulk Terminals
Longview LLC Coal Export Terminal: Docket number 2013-19738.

The one fiber optic cable to the San Juan Islands has been severed
for some time and communication by telephone and internet are
unreliable.

Thank-you,
Janet Alderton
491 Harborview Lane
PO Box 352

Infrastructure Upgrades to the “432 Mess” Must Be Included in the Scope of the Millennium Bulk Terminal EIS

I strongly oppose the construction of a coal export terminal at Longview, WA, which would transport coal on trains and ships throughout the Northwest.

As a taxpayer in Washington State, I am concerned about the increased public revenue expenditures that will be required for infrastructure improvements associated with the proposed Millennium Bulk Terminal at Longview, Washington. I live in San Juan County, WA. I have been closely following my county’s 6-year transportation plans for several years, and I know that the funds for major projects come from state grants.

The transportation infrastructure surrounding the Port of Longview is locally known as the “432 Mess.” According to a 2008 study for the Cowlitz-Wahkiakum Council of Governments, (<http://www.cwcog.org/transportation.htm>) traffic on State Route 432, traffic crossing the Lewis and Clark Bridge, traffic from Longview city streets, and rail traffic all converge to create a 2,800-vehicles-per-hour traffic jam.

Former Port of Longview marketing director Gary Lindstrom has said, “There’s no way you can put coal trains through Longview without fixing SR 432.” If the proposed Millennium Bulk Terminal is built, sixteen new coal trains will travel through the “432 Mess” each day. The cost of upgrades to alleviate the congestion is estimated to be \$100 to 200 million.

Please study the costs of new Lewis and Clark Bridge ramps that would overpass a relocated rail line along with the costs of renovated city streets and a new railroad bridge. Who would pay for these infrastructure improvements? What would be the costs to taxpayers? What would be the interruptions to traffic flow while the improvements are being built? How long would the improvements take to build? What would be the costs to local businesses and residents for time lost to construction delays?

These costs and impacts must be included within the scope of the Millennium Bulk Terminal at Longview EIS because they are immediately adjacent to the proposed terminal.

Janet Alderton
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