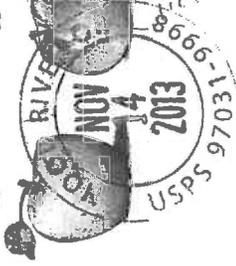


Kate McBride - Councilor
City of Hood River
211 2nd St. / P.O. Box 27
Hood River, OR 97031

USA 33



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

98104

Dear U. S. Army Corps of Engineers, WA Department of Ecology, and Cowlitz County Commission,

Subject: Docket 2013-19738: Comment on scope of EIS for Millennium Bulk Terminals Longview LLC Coal Export Terminal

My name is Kate McBride.

I am a fourth generation Gorge area resident and represent Hood River City Council.

The Council signed a very strong resolution opposing any coal transportation through the Gorge in April 2012. I have enclosed a copy of the resolution.

Coal transportation will threaten the safety of our residents and put large strains on our city's budget. Smoldering hot spots on coal barges and sparks from trains and additional coal dust on or near railroad tracks will cause more wildfires in the Gorge. Our emergency personnel are not **trained, equipped, or funded** to handle this type of disaster.

The unique topography that causes strong and gusty winds happens because of wind hitting the Cascade Range and funneling through the Columbia River Gorge. This makes it a **haven** for windsurfers and kiteboarders. This is also what makes coal shipments in the Gorge a **disaster waiting to happen**.

I have included three wind charts from summer 2013, showing the wind gusting between 38 and 42 mph at the base of Cook Underwood Road and Hwy 14 in Washington (Hatchery). These are not occasional happenings in the Gorge. In fact during June and July of this year we had **43 days** that the wind averaged 25 plus mph. Of those, 26 days averaged over 30 mph. 25 days it blew for **20 hours each day** with an average high speed of at least 25 MPH. **This is why coal is blowing off the trains now. This is why it is nearly impossible to fight fires in the Gorge in tinder dry summers.** I have also attached an affidavit from Ross Bluestone, who witnessed coal blowing off of a train close to where the wind speed measuring was done at the Hatchery. The chart for this particular day, July 21, is attached.

An environmental study to learn what the consequences of these disasters could be in the National Scenic Area should be done. Train and coal companies should be held liable for any firefighting costs and damage done as a result of these disasters.

I urge the Governors of both States to use the power the people have given you, to **stop the permitting of coal transportation** through our states.

Sincerely,



Kate McBride

Hood River City Council Person

Resolution 2012-15

A Resolution stating the City of Hood River's concerns and opposition to transporting coal through the Columbia River Gorge

WHEREAS, The City of Hood River has committed itself to being a leader in protecting the environment, air quality, and water quality in the Columbia River Gorge, and

WHEREAS, the impacts of climate change on the Columbia River Gorge and other tourist attractions negatively impact Hood River's economy, and

WHEREAS, coal is commonly transported via open top rail cars, contaminating cities, towns, farmland, forestland, streams, and rivers within the Columbia River Gorge with coal dust and chunks of coal, and

WHEREAS, coal contains toxic heavy metals - including mercury, arsenic, lead, and uranium - and exposure to these toxic heavy metals in high concentrations is linked to a multitude of health problems, such as cancer and birth defects, and

WHEREAS, increased rail traffic will lead to an increase in diesel emissions in communities along rail lines, and

WHEREAS, an additional 58 or more trains per day will have detrimental effects on traffic congestion and air quality due to idling cars, and

WHEREAS, increased noise and vibration from large freight trains have been shown to have a negative impact on psychological health, and

WHEREAS, an additional 58 or more trains per day may inhibit the travel of emergency vehicles in the Columbia River Gorge

WHEREAS, increased freight train traffic will have a negative effect on property values, and

WHEREAS, an increase in coal train traffic would raise the risk of a train derailment taking place, and communities within the Columbia River Gorge are not equipped to deal with the public safety and health risks caused by a coal train derailment, and

WHEREAS, public health risks associated with diesel emissions and other pollutants from coal trains disproportionately impact children, the elderly, and those with existing respiratory issues, and

WHEREAS, the route coal trains would follow through the Columbia River Gorge runs along the Columbia River through popular recreational areas, a major source of the economy in the Gorge, and

WHEREAS, the negative impacts of shipping coal by barge on the Columbia River will have the same affects on the Columbia River Gorge as those associated with shipping coal by rail.

Now therefore be it RESOLVED, that the City of Hood River opposes coal export projects that entail transporting coal through the Columbia River Gorge either by rail or by barge.

Be it further resolved, that the City of Hood River supports economic growth that does not jeopardize the City of Hood River's commitment to fight the serious impacts of climate change, and

Be it further resolved, that the City of Hood River urges the Governor and other decision makers to work on a comprehensive policy to prevent shipping coal through the Columbia River Gorge by rail or barge.

Be it further resolved, that the City of Hood River intends to address any impacts to public health and/or property caused by the transport of coal through The City of Hood River by actively enforcing local public health, safety, building, electrical, and fire codes, and

Be it further resolved that the City of Hood River intends to address any impacts to surface and/or groundwater caused by the transport of coal through The City of Hood River by actively enforcing applicable environmental statutes delegated to The City of Hood River, and

Be it further resolved that the City of Hood River strongly requests that the State of Oregon through its elected officials require the railroad and barge companies to mitigate any public safety hazards created by the transport of coal through the Columbia River Gorge such as access by emergency vehicles and

Be it further resolved that the City of Hood River will request from the railroad, and make public, any plans for new or expanded rail facilities or significant rail traffic volume increases within the Columbia River Gorge, and

Be it further resolved that the City of Hood River will request that the railroad and barge companies provide representatives to meet periodically with local citizen groups and local government officials from the Columbia River gorge to seek mutually acceptable ways to address local concerns, and

Be it further resolved that the City of Hood River will request that the railroad submit an emergency environmental clean-up plan in case of a derailment that affects local watersheds and recreational areas, and

Be it further resolved that the City of Hood River will request that the railroad and barge companies perform an Environmental Impact Study prior to approval of permits and later provide continued environmental monitoring of noise, air, groundwater, and surface water quality, including monitoring for the presence of coal dust, and that the results will be shared with local and state agencies, and

Be it further resolved that the City of Hood River will request that the railroad and barge companies carefully monitor the loading of coal at the coal mines as part of the contract(s) with the coal companies to assure best loading practices in order to reduce the amount of coal and coal dust coming out of the rail cars, and

Be it further resolved that the City of Hood River urges appropriate permitting authorities to require an environmental impact statement that identifies and measures the impacts on our community from a significant increase in coal train traffic, and

Be it further resolved that the City of Hood River urges appropriate permitting authorities to hold at least one environmental impact scoping hearing at a location in The City of Hood River, and

Be it further resolved that the City of Hood River transmits copies of this resolution to the Governor of Oregon, to all members of the Oregon State Division of Lands Board, and to each state Senator and Representative in both Oregon and Washington whose districts fall within Columbia River Gorge, and

Be it further resolved that the City of Hood River transmits copies of this resolution to each Senator and Representative from Oregon and Washington in the Congress of the United States and

Be it further resolved that passage of this resolution shall not preclude the City of Hood River from taking additional actions to protect residents from the effects of coal trains in the future.

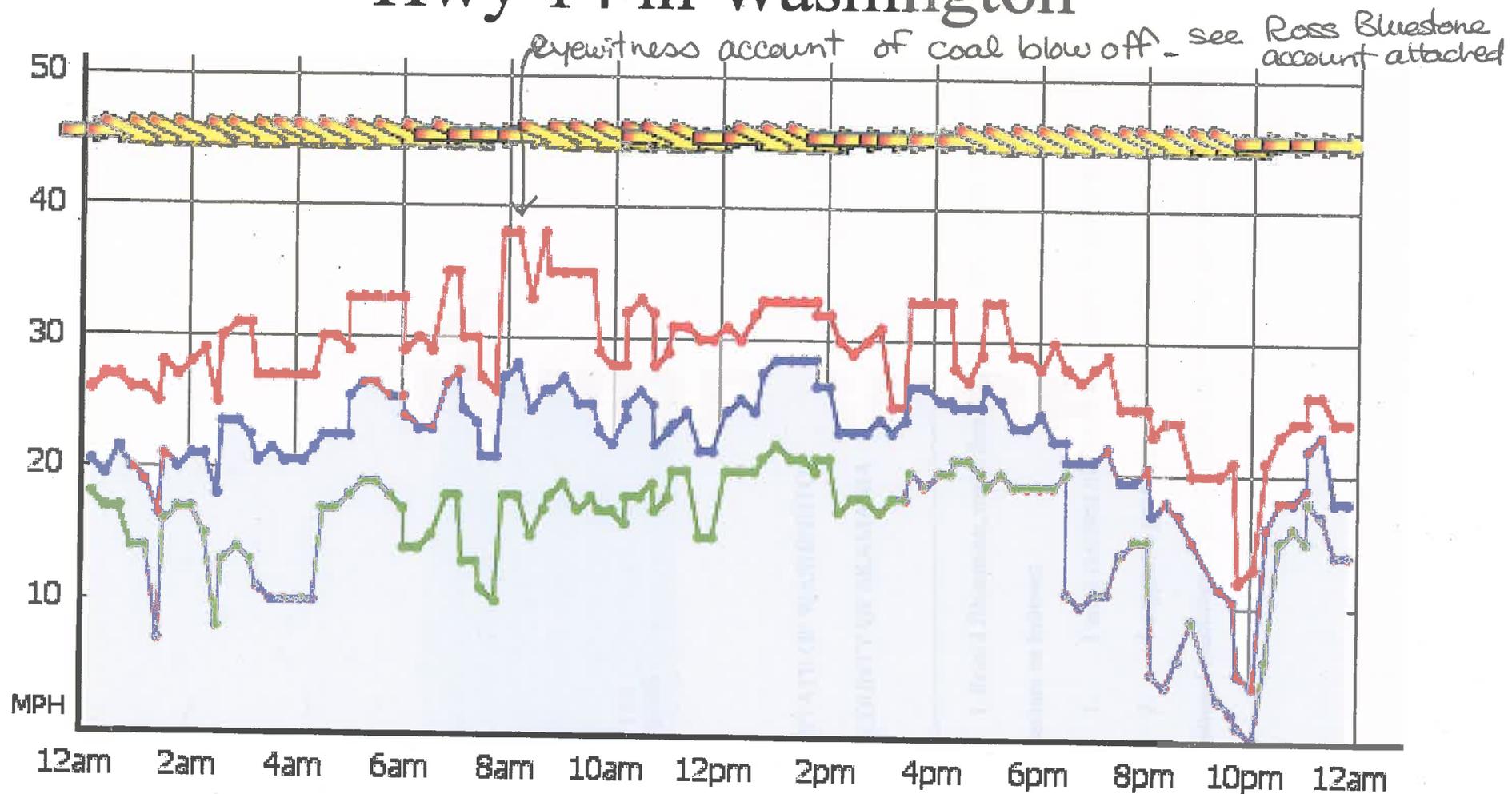
Approved by the Hood River City Council this 23 day of April, 2012, to take effect immediately.

Arthur Babitz, Mayor

Jennifer Gray, City Recorder

July 21, 2013 Wind Graph

Swell City-adjacent to Spring Creek Fish Hatchery and rail road tracks just off Hwy 14 in Washington



1 3. I live at 41 Sooter Road in the unincorporated community of Underwood,
2 Washington, which is located where the coal train incident I describe below took place. I have
3 lived at this address for 11 years.

4 4. I am a full time resident of the Columbia River Gorge and routinely travel the
5 roads and highways in the region.

6 5. Washington State Highway 14 is my main access to the communities of White
7 Salmon, Washington and Hood River, Oregon where I do business and recreate.

8 6. The two lane Washington State Highway 14, parallels the Burlington Northern
9 Santa Fe Railroad right-of-way with a distance of no greater than 50' between the two roads in
10 the incident area that I describe below.

11 7. Uncovered hopper cars on the Coal trains traveling along the BNSF railroad are
12 causing coal dust and particulate blow off incidents, such as an incident I experienced on Sunday,
13 July 21, 2013, as described below.

14 8. On Sunday, July 21, 2013 at approximately 8:15 a.m. at the intersection of Hwy 14
15 and the Cook-Underwood Road just west of the White Salmon River I watched the seasonal
16 summer west wind kick up white caps on the river. As I turned east to merge onto Hwy 14
17 heading for the Hood River Bridge, I saw the familiar orange and yellow BNSF locomotives
18 heading my way. Behind them trailed a train of hopper cars. From those hopper cars a dark
19 black cloud was roiling over a hundred feet in the air. As it approached, the sky darkened to
20 where I could no longer see more than a few hundred feet. Then, as the first of the hopper cars
21 passed, my vehicle, the road and the outlet of the White Salmon River was showered with fine
22 dust and granulated coal, some pieces over 1/4 inch in size. To escape the downpour I quickly
23 drove east to the rise in the road beyond Alternate Hwy 141 (just East of the White Salmon
24
25
26

1 River) where I could finally see the top of the hopper cars. The wind swept hopper bins were at
2 least a couple of feet down from their tops. The coal dust and the larger particulates were being
3 sucked out of them by the combined 50+ mph speed of the train and westerly Gorge winds. The
4 coal was depositing itself in sheets over the roadway as the train barreled west on its journey
5 down the Gorge. The black pall accompanied me all the way to the Hood River Bridge where I
6 crossed. As I entered I-84, heading west to Portland, my final view of the Burlington Northern-
7 Santa Fe was unforgettable. The trail of pollution laid in its wake lingered for at least 1/2 mile
8 behind the last hopper car and obscured much of the slope leading up to the Underwood Bluff.
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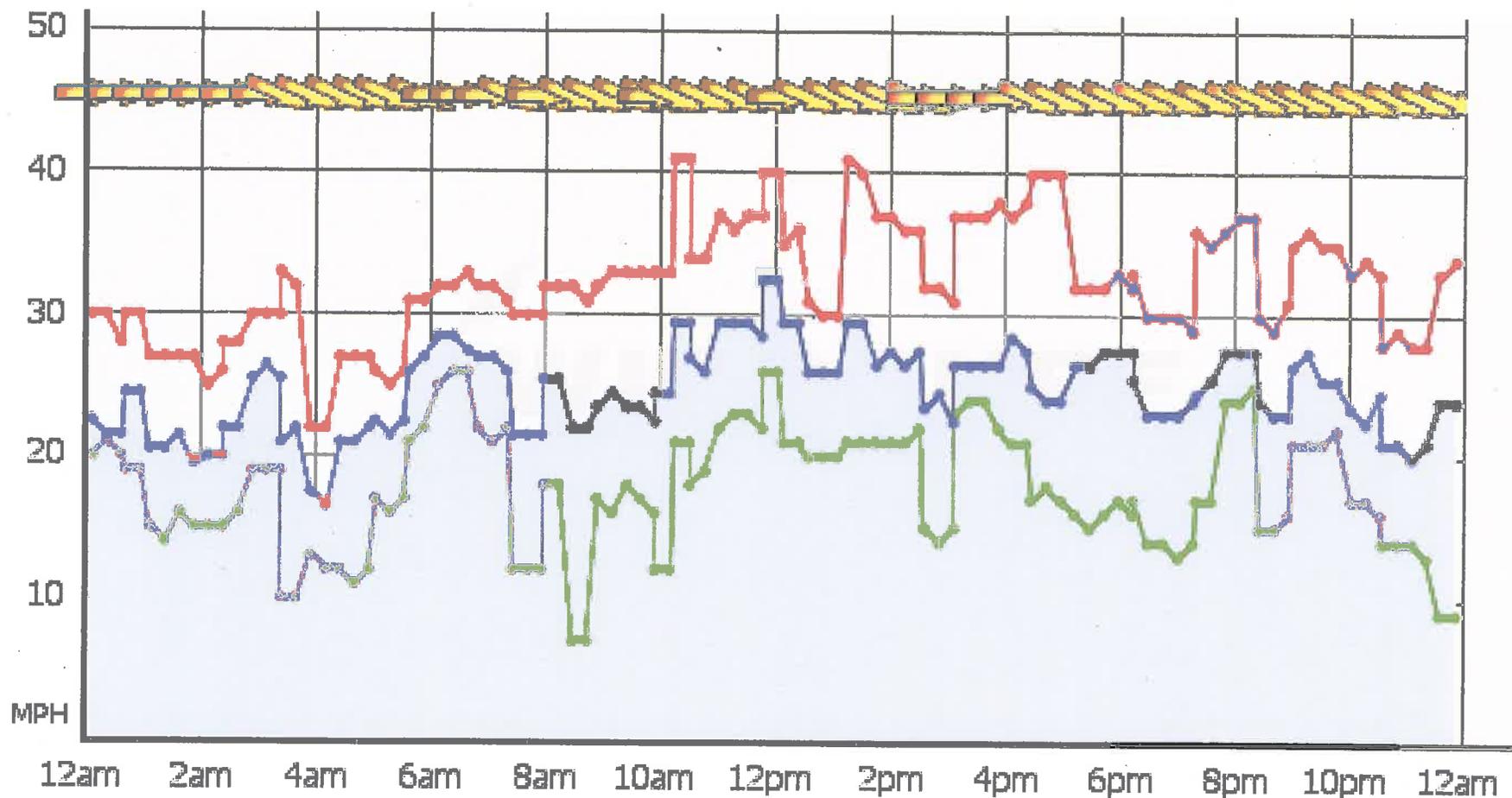
10 9. I declare under penalty of perjury that the foregoing is true and correct to the best
11 of my personal knowledge, information, and belief.

12 Executed in Underwood, Washington this 3rd day of August, 2013.

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14 
15 _____
16 Ross J Bluestone
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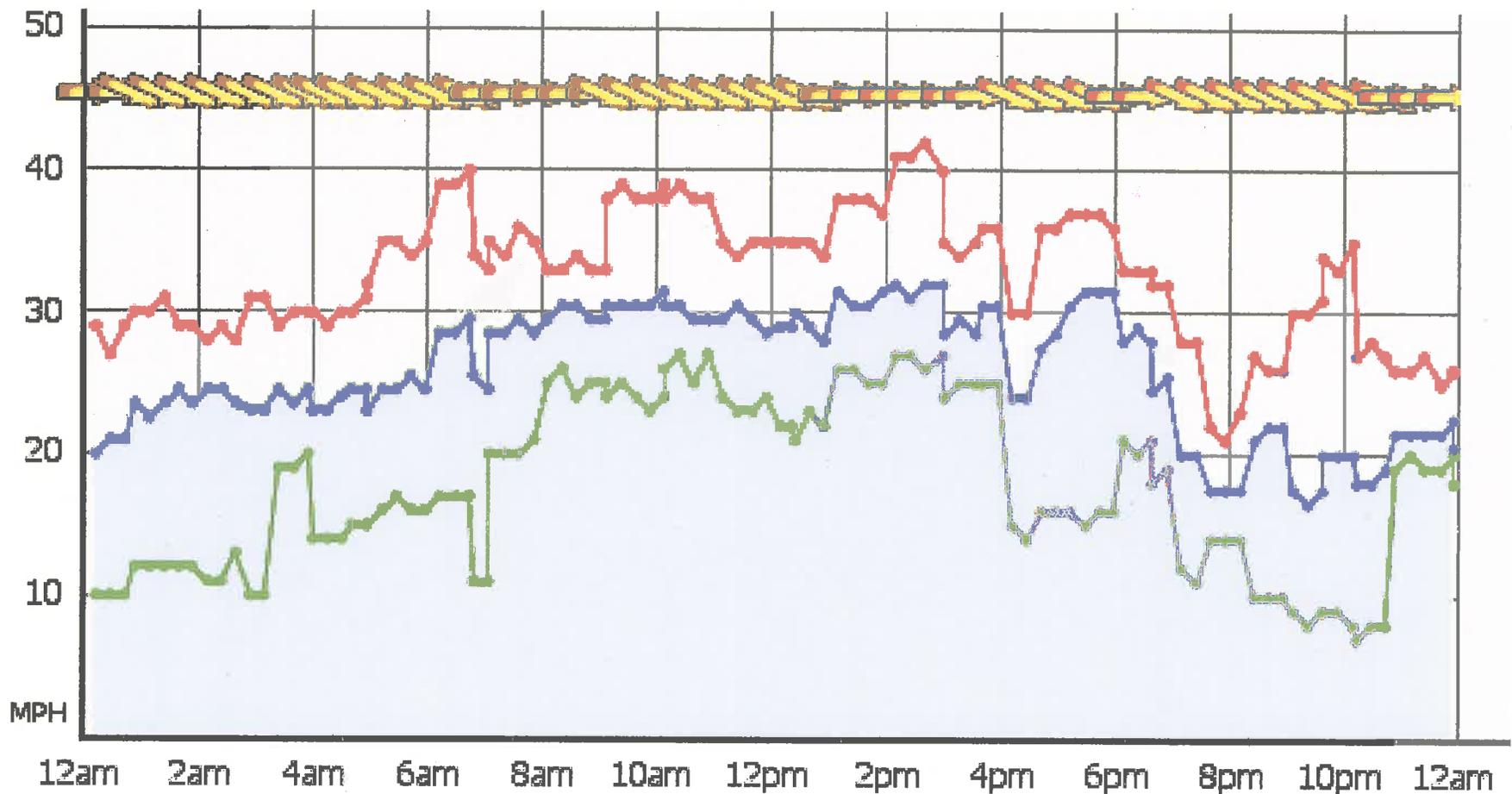
July 4, 2013 Wind Graph

Swell City-adjacent to Spring Creek Fish Hatchery and rail road tracks just off Hwy 14 in Washington



July 20, 2013 Wind Graph

Swell City-adjacent to Spring Creek Fish Hatchery and rail road tracks just off Hwy 14 in Washington



Wind Speed-Swell City
Hwy 14 and Underwood Rd - June July 2013

1-Jul	13	19	30	12
2-Jul	15	22	30	22
3-Jul	17	19	30	16
4-Jul	20	26	41	24
5-Jul	5	20	35	24
6-Jul	12	19	27	24
7-Jul	10	22	32	22
8-Jul	18	21	32	20
9-Jul	15	18	22	12
10-Jul	14	20	30	22
11-Jul	10	21	35	24
12-Jul	15	20	32	20
13-Jul	5	10	18	8
14-Jul	8	13	25	10
15-Jul	10	14	28	6
16-Jul	0	4	10	12
17-Jul	18	22	35	22
18-Jul	12	20	26	24
19-Jul	15	22	38	22
20-Jul	20	28	42	24
21-Jul	18	23	35	22
22-Jul	15	25	33	23
23-Jul	12	20	25	12
24-Jul	12	19	22	16
25-Jul	13	19	25	14
26-Jul	15	22	28	12
27-Jul	20	28	35	16
29-Jul	20	29	35	20
30-Jul	17	20	30	20
31-Jul	12	19	29	24
average	11.12	17.56	26.64	16.67

averages 25+	43 out of 61 days	70%
averages 30+	26 out of 61 days	42%
peaks of 40+	2 out of 61 days	3%
18 days at 30+mph gust days, wind blew for at least 20 hrs		29%

