Elected Officials

Table B-4. Elected Officials

Submission Number	Commenter Name
3656	City of Camas, WA, Mayor Scott Higgins
3223	City of Hood River, OR, Mayor Paul Blackburn
TRANS-LV-M1-00046	City of Hood River, OR, City Council Member Peter Cornelison
TRANS-PASCO-M1-00054	City of Hood River, OR, City Council Member Peter Cornelison
TRANS-LV-M2-00049	City of Kelso, WA, City Council Member Kim Lefebvre
TRANS-LV-M1-00018	City of Longview, WA, City Council Member Ken Botero
TRANS-LV-M2-00019	City of Longview, WA, City Council Member Mike Wallin
TRANS-LV-M1-00043	City of Milwaukie, OR, Mayor Mark Gamba
TRANS-SPOKANE-M1-00053	City of Sandpoint, ID, City Council President Shannon Williamson
TRANS-SPOKANE-M1-00054	City of Sandpoint, ID, Mayor Shelby Rognstad
TRANS-SPOKANE-M1-00019	City of Spokane, WA, City Council Member Mike Fagan
TRANS-SPOKANE-M1-00052	City of Spokane, WA, City Council President Ben Stuckart
TRANS-SPOKANE-M2-00020	City of Spokane, WA, Laura Ackerman - Proxy for City Council Member Amber Waldref
TRANS-SPOKANE-M2-00021	City of Spokane, WA, Mike Pederson - Proxy for City Council Member Lori Kinnear
TRANS-LV-M2-00048	City of Vancouver, WA, City Council Member Alishia Topper
3459	Congress of the United States House of Representatives: Senator Michael Enzi, Senator John Barrasso, Representative Cynthia Lummis
TRANS-LV-M2-00018	Cowlitz County, WA, County Commissioner Mike Karnofski
TRANS-LV-M2-00022	Cowlitz County, WA, County Commissioner Dennis Webber
TRANS-PASCO-M1-00072	Franklin County, WA, County Commissioner Rick Miller
TRANS-PASCO-M1-00055	Franklin County, WA, County Prosecutor Shawn Sant
TRANS-SPOKANE-M1-00051	State of Montana, Assistant Attorney General Pat Risken
3112	State of Montana, Attorney General Tim Fox
TRANS-SPOKANE-M1-00049	State of Montana, Senator Duane Ankney
TRANS-SPOKANE-M1-00050	State of Montana, Senator Jim Keane
2991	State of South Dakota, Governor Dennis Daugaard
3275	State of Utah, Energy Advisor Laura Nelson
2499	State of Wyoming, Governor Matthew Mead
TRANS-SPOKANE-M1-00021	State of Wyoming, Treasurer Mark Gordon
TRANS-LV-M1-00045	Wasco County School District, OR, Board Member John Nelson
3457	Washington State Representative Joe Schmick, 9th Legislative District
3253	Washington State Legislature: Representative Joe Fitzgibbon, 34th District; Representative Patty Kuderer, 48th District; Representative Sherry Appleton, 23rd District; Representative Gael Tarleton, 36th District; Senator Pramila Jayapal, 37th District; Senator Kevin Ranker, 40th District; Representative Kristine Lytton, 40th District; Representative Strom Peterson, 21st District; Representative Brady Walkinshaw, 43rd District; Representative Marcus Riccelli, 3rd District; Representative Cindy Ryu, 32nd District; Representative Ruth Kagi, 32nd District; Representative Joan McBride, 48th District; Senator John McCoy, 38th District; Representative Lilliam Ortiz-Self, 21st District; Representative Sam Hunt, 22nd District
TRANS-SPOKANE-M2-00004	Washington State Representative Bob McCaslin, 4th District
TRANS-SPOKANE-M1-00018	Washington State Representative Shelley Short, 7th District
TRANS-SPOKANE-M1-00020	Washington State Representative Joel Kretz, 7th District
TRANS-SPOKANE-M2-00022	Washington State Representative Shelley Short, 7th District
TRANS-PASCO-M1-00005	Washington State Representative Larry Haler, 8th District

Submission Number	Commenter Name
TRANS-PASCO-M1-00007	Washington State Representative Brad Klippert, 8th District
TRANS-PASCO-M1-00006	Washington State Representative Mary Dye, 9th District
TRANS-LV-M1-00051	Washington State Representative Paul Harris, 17th District
TRANS-LV-M1-00003	Washington State Representative Brandon Vick, 18th District
TRANS-LV-M1-00047	Washington State Representative Liz Pike, 18th District
TRANS-LV-M1-00016	Washington State Representative Brian Blake, 19th District
TRANS-LV-M2-00078	Washington State Representative Ed Orcutt, 20th District
2259	Washington State Senator Annette Cleveland, 49th Legislative District
3460	Washington State Senator John Braun, 20th Legislative District
TRANS-SPOKANE-M1-00022	Washington State Senator Michael Baumgartner 6th District & Senate Commerce and Labor Committee Chair
TRANS-LV-M1-00019	Washington State Senator Ann Rivers, 18th District
TRANS-LV-M1-00075	Washington State Senator Dean Takko, 19th District
3389	Wyoming House of Representatives, Minority Floor Leader Mary Throne
2234	Wyoming Legislature's Select Federal Natural Resource Management Committee: Representative Norine Kasperik; Senator Eli Bebout

City of Camas Resolution

RESOLUTION NO. 1235

A RESOLUTION expressing concern about potential adverse impacts from the presence of increasing numbers of coal trains passing through the City of Camas, and requesting the appropriate authority to require an environmental impact statement that identifies the impacts to the City of Camas.

WHEREAS, there would be a significant increase in the number of coal trains passing through the City of Camas, and

WHEREAS, the expanded number of coal trains would result in an increase in train travel noise and frequency of horn blowing, and

WHEREAS, the Burlington Northern Santa Fe track bisects the communities of Camas and Washougal in an easterly/westerly direction, and

WHEREAS, Washougal has five at-grade crossings, and only one overhead crossing, and

WHEREAS, the City of Camas provides emergency medical services to the City of Washougal, and

WHEREAS, the City Council is concerned that the substantial increase in coal train traffic will result in closure of at-grade crossings with greater frequency and for longer times, thus resulting in traffic congestion that can potentially impact emergency service response times, and

WHEREAS, the Council is concerned about the impact on our community's health, environment, safety and businesses from coal dust and other particulates which may be blown or fall from open coal cars,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CAMAS AS FOLLOWS:

I

We urge the appropriate authorities to require an environmental impact statement that identifies and measures the impacts on our community from the significant increase in coal train traffic.

II

We request that the impact statements include impacts to traffic from increased closure of at-grade crossings, impacts to the City of Camas's ability to render emergency services due to inability to cross the train tracks, and health and safety impacts related to coal dust and other particulates being blown from open coal cars.

~~e.g. Diesel particulate matter~~

III

We urge the appropriate authorities to hold at least one of the environment impact statement scoping hearings at a location in Clark County.

ADOPTED at a regular meeting of the Council of the City of Camas this 6th day of March, 2012.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

_____
City Attorney

Submission Number: ***MBTL-SEPA-DEIS-0003223***

Received: 6/13/2016 6:55:51 PM
Commenter: Paul Blackburn
Organization: City of Hood River, OR
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments

Submission Text

I am the Mayor of Hood River, Oregon. Our City supports the “no action” alternative in the Millennium Bulk Terminals (MBTL) Draft Environmental Impact Statement (EIS). The proposed MBTL coal export terminal would cause a significant increase in the number of unit trains of coal passing through the Columbia River Gorge. This would cause harm to the Columbia River Gorge National Scenic Area and communities throughout the Northwest. The project damages our health and safety, air and water quality, and natural resources. I urge your agencies to protect public health and the environment by rejecting this coal export terminal. The DEIS has many flaws. The DEIS fails to adequately consider the amount of coal dust discharged from coal trains and the clear violations of the federal Clean Water Act that would result from the project. The Draft EIS reveals many intolerable serious impacts to human health and the environment. It dismisses other impacts without a valid basis. Transporting the coal to the Washington border was not examined. Eliminating a large part of the trip does not provide the full disclosure required by SEPA. The DEIS is flawed, but nonetheless concludes that there would be significant, unavoidable impacts. Based on these disclosures, Cowlitz County and the Department of Ecology (Ecology) have the necessary basis to reject the proposal. Once the EIS is revised to include all of the omitted impacts, the project should be denied. A copy of our city’s resolution on coal-by-rail transport through the Columbia River Gorge is attached. Please enter this letter and our resolution into the record. Thank you for this opportunity to comment. Thank you, Paul Blackburn, Mayor

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, burning coal leads to greenhouse gases, and 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

WHERAS, up to 54 additional 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, up to 54 additional 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 similar effects 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/exporting 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 requests that 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 requests 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 requests 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 requests 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 requests 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, the Washington Department of Ecology, and the Washington Department of Natural Resources, 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 if 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 23rd day of April, 2012, to take effect immediately.

Arthur Babitz, Mayor

Jennifer Gray, City Recorder

Submission Number: ***TRANS-LV-M1-00046***

Received: 5/24/2016 12:00:00 AM
Commenter: Peter Cornelison
Organization: City of Hood River, OR
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

EVENT HOST: Thank you. Peter Cornelison, City of Hood River City Council. MR. CORNELSON: My name is Peter Cornelison. I'm a Hood River City Council member, and I'm representing our City today. Hood River is one of six Gorge communities with resolutions either of concern or outright opposition to coal transport through our town and through our region, the National Scenic area. I'm also a member of SELA, Safe Energy Leadership Alliance, which Mayor Gamba mentioned. A hundred and sixty-plus elected officials up and down the rail lines from Montana to Bellingham, Washington oppose the fossil fuel transport. We all support and urge the no action alternative. Yesterday I was in Portland giving I legal deposition in the Clean Water Act lawsuit against Burlington Northern. For blanketing parts of the land and the water in the National Scenic Area with coal dust several inches thick. That is just with two to three coal trains per day going through the Gorge. If this project is approved it would be eight to sixteen more coal trains per day, and deposit even more coal. Please reexamine the coal dust study in that FEIS and include the National Scenic Area. Thank you.

Submission Number: ***TRANS-PASCO-M1-00054***

Received: 6/2/2016 12:00:00 AM
Commenter: Peter Cornelison
Organization: City of Hood River, OR
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Peter Cornelison, representative of Hood River City Council. And I live in Hood River. The Dalles. The Dallesport, Mosier, Hood River, Stevenson, North Bonneville have all passed resolutions of concern or outright opposition to coal trains through the Columbia River

Gorge.

People -- I know people here doubt that coal is coming off the trains. But it definitely is in the Gorge. In places there -- the coal is three to four inches thick with just two to three coal trains a day. With this proposal of eight to 16 coal trains a day, the amount of coal would dramatically increase.

In fact, Burlington Northern has recently started vacuuming up the coal to hide the evidence. They have massive trucks with vacuum cleaners on them sucking up the coal. We brought a small sample of coal to show you, but security got so upset they wouldn't let us in the building.

However it's okay to litter -- pollute the Gorge with coal. And it seems counterintuitive. Please consider re-studying the coal dust aspect especially in the Columbia River Gorge. There was a peer review study by Dr. Dan Jaffee, J-A-F-E-E, of the University of Washington. He's an atmospheric and chemical scientist which studies the coal coming off the trains in the Gorge.

It wasn't included in the Draft EIS and I ask that you do so. And I support the no action alternative.

Thank you.

Submission Number: ***TRANS-LV-M2-00049***

Received: 5/24/2016 12:00:00 AM
Commenter: Kim Lefebvre
Organization: City of Kelso, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Kim Lefebvre, Kelso City Council.

MS. LEFEBVRE: I'm Kim Lefebvre, Kelso City Council elected official. How many people here today have spoke that don't even live in our area? They talk about their renewable energy not being outsourced, the coal dust, and the other endangered local wildlife. Do you even realize that coal trains already go through -- up and down the train corridor every day? They have been doing this since the early 1970s.

In our community, we have families that can use these jobs. We are quite a few families that are below poverty. These jobs would mean a whole lot to them. My husband drives to Portland, Oregon every day to work because that's where he can find a family living-wage job. Our tax dollars go to Portland, Oregon. They are not in our community where they should be.

I don't know about the living-wage jobs in these people's communities, but in our community we can really use these jobs. So please consider this coal terminal.

Thank you.

Submission Number: ***TRANS-LV-M1-00018***

Received: 5/24/2016 12:00:00 AM
Commenter: Ken Botero
Organization: City of Longview, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

EVENT HOST: And thank you. Ken Botero, Longview City Council member. MR. BOTERO: Thank you all for this opportunity. It's not often that we get to have all the citizens voice their opinions. Serving on the Longview City Council, I would like to remind all of you that these are not the comments from the City Council or the City of Longview, but my own personal feelings to the investigation. And over the past four years there's been a concern with all the environmental programs involving establishment of a coal terminal in Cowlitz County, which is across the road from Longview, better known to local residents as the Reynolds Metal Foundry. According to the environmental review, the coal terminal being proposed on the Columbia River could have unavoidable impact on greenhouse gases, emissions, industrial travel, and road safety. Your committee has worked and looked at all of these things to take place. And you set mitigation in place to hold Millennium Bulk Terminal accountable to what they're doing. Some of the questions that we have that have concern in the community, we need increase our jobs for families here in the community. I've heard a lot of comments and I've talked to quite a few people, several ministers. What's more heart breaking to see a family sitting at home watching TV because there's no work. Mentally that hurts our population. We need to bring these jobs into town that are going to provide jobs to get the people back into the community, back to doing active resources for our community. I'm sure you've read all your reports and all the surveys that have been taken, especially in the state, when we find that the environmental part of it, taking place in the state, there's quite a portion of green economy. However, when it comes to jobs or coal and oil, the voice of the voters, especially over in Spokane and towards the West Coast, people would rather have jobs than environment. Thank you. EVENT HOST: Thank you. And, folks, please if we could avoid the audibles. We've been just perfect on the ground rules. I appreciate that.

Submission Number: ***TRANS-LV-M2-00019***

Received: 5/24/2016 12:00:00 AM
Commenter: Mike Wallin
Organization: City of Longview, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

MR. WALLIN: I'm Mike Wallin. I am a member of the Longview City Council. The views and comments I make are those of my own. I'm a husband and father of two, professional real estate broker. This community means more to me than most things, but we need jobs and opportunity.

I want to thank those who are responsible for the EIS for a very thorough Draft EIS. It covers many of the concerns that I've had, that I've heard from my friends and my neighbors, covers many of the concerns that again are being voiced today through mitigation measures and proposals for mitigation.

And, so, I want to thank you for the draft. And I say it's good enough. It's time to move forward. It's time to issue permits. It's time to build.

Thank you.

Submission Number: ***TRANS-LV-M1-00043***

Received: 5/24/2016 12:00:00 AM
Commenter: Mark Gamba
Organization: City of Milwaukie, OR
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

EVENT HOST: Thank you. Now we're going to take a pause and look at the top of the hour, public officials, starting with Mark Gamba, Mayor of the City of Milwaukie, Oregon. MR. GAMBA: Good afternoon. I am Mark Gamba, Mayor of Milwaukie, Oregon. And I'm here to speak to you both as a small town mayor that was going to have coal trains running through his town and as a member of the Safe Energy Leadership Alliance, which is a coalition of more than 165 elected local, tribal, and state leaders from the Pacific Northwest and British Columbia advocating for a full assessment of risks and costs for significant expansion of coal and oil export. The geographic scope of analysis for many of the DEIS elements is too narrow to capture impacts to communities along the rail and barge routes. For example, the analysis and mitigation of noise and economic impacts focus only on Kelso, Longview, and Cowlitz County despite the fact that the noise and traffic impacts along the route and barge lines will impact communities in five states. Imagine if you live in one of the small towns along the route which has 16-unit trains of coal a day running through it. That's a mile-and-a-half-long train which can take well over five minutes to pass through town. Imagine that a loved one is having a heart attack on one side of the tracks and that the ambulance is on the other. Neither the railroads or the coal companies are being required to mitigate for these kinds of issues. Furthermore, the increased rail traffic will make it even more difficult for Washington farmers to get their commodities to market, thereby badly affecting the economy of your state, which gains next to nothing. Never mind the fact that that in the sane society we would not even be having this conversation. In a sane society that is most concerned with its own survival and the advice of its people rather than the profits for one or two companies, we would have stopped all coal exports years ago. We would be working as hard as we could to stop using coal for our own energy. An Environmental Impact Study must take these things much more into account. And this one fails to do so. Thank you for your time.

Submission Number: ***TRANS-SPOKANE-M1-00053***

Received: 5/26/2016 12:00:00 AM
Commenter: Shannon Williamson
Organization: City of Sandpoint, ID
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Thank you. Shannon Williamson, Sandpoint City Council President.

Good afternoon. Thank you for this opportunity. My name is Shannon Williamson, and I'm the City of Sandpoint's City Council President.

So, if this terminal is permitted, an additional 16 trains, as was just mentioned by Mr. Stuckart, per day will travel through Sandpoint. Sandpoint is considered the top of the funnel, so all traffic traveling west from states like Montana have to go through our city. We already experience approximately 50 to 60 trains a day. Sixteen trains on top of that, eight full of coal and eight empty on return.

So this increase in train traffic directly impacts our citizens' health and wellbeing. We're concerned about emergency response delays, we're concerned about traffic delays. We're concerned, especially me personally, how coal will pollute our air and our water, and we're concerned about noise pollution. We're also very concerned about the impacts to our already fragile economy. So what business wants to relocate to a gridlocked town whose natural resources have been polluted? I don't think there's been a poll on this, but I'm not going to guess very many. The DEIS does not address an impact of (inaudible), yet there is no doubt at all that we well feel an impact.

So I appreciate the time, and I ask you to consider what will happen to everybody else. Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00054***

Received: 5/26/2016 12:00:00 AM
Commenter: Shelby Rognstad
Organization: City of Sandpoint, ID
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Good afternoon, Panelist. My name is Shelby Rognstad. I'm the mayor for the City of Sandpoint. I also represent the mayors of neighboring Dover, Ponderay, and Kootenai.

Our towns lie within the Ponderay watershed and also lie along the corridor through which this increased coal traffic is proposed to travel. There are many reasons we are collectively opposed to the Longview terminal.

We do recognize the value the railroad and coal industries bring in terms of jobs and economic impact. However this short-term gain doesn't justify the long-term consequences. It's high time we reinvest our resources in renewable energy sources.

The significant increase in coal shipments has negative impacts on health, water quality, air quality, and on global climate stability. Many here today, of course, have spoken of these concerns.

I would also like to highlight another public safety. Our rural communities lack qualified personnel and adequate mitigation resources needed to respond to a transportation emergency. If a tragic event were to happen like the Lac-Mégantic derailment in Canada which killed 47 people, it would take several hours to get an adequate number of personnel to respond.

Further, increased rail traffic obstruct traffic on all roads for long periods throughout the day and night. This impacts emergency response times which can be life or death situations for many. It also directly impacts our local economy.

Furthermore, there are many water body crossings throughout our community. If a derailment were to happen within a water body, it would have disastrous consequences for our lakes and rivers which is the source of our drinking water and our tourist-based economy.

For these reasons, our cities are opposed to the increase in coal export that will result from the proposed Longview terminal. We ask you to, please, reject this proposal.

Submission Number: ***TRANS-SPOKANE-M1-00019***

Received: 5/26/2016 12:00:00 AM
Commenter: Mike Fagan
Organization: City of Spokane, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

EVENT HOST: Thank you. Mike Fagan, Spokane City Council.

SPEAKER 19: Good afternoon and welcome to our wonderful city. My name is Mike Fagan, and I am a member of the Spokane City Council.

I am very confident that through cooperation, innovations, and balance, the Millennium project can be successful. Here are a few of the reasons why I stand here to voice my support for the proposed terminal in Longview.

First, we are one of, if not the most, creative dependent state in the nation, and it is our duty to explore every opportunity that we have to invest in a critical infrastructure that supports our economy, and when private investors come looking to spend millions to vastly improve our port capacity and rail lines without expecting significant public resources. That, to me, is a win win. Now, it's great for our state and it is absolutely critical to our citizens' economic condition as well as wellbeing.

Secondly, the project will create thousands of new jobs to generate millions of dollars in economic activity for the state. During this construction, it is expected that as many as 2,500 full-time jobs with another 300 direct and indirect permanent positions will be created once the project is complete.

Now, as Spokane is a major rail crew change-out location, I can see our local economy benefiting which includes some job growth in various industries that we have here, as well as receiving improvements to our infrastructure which may be a long time coming if it weren't for this project.

Finally, the extensive DEIS proves the environmental impacts to our community from this project would be nominal. Millennium is sparing no expense to transition a former eyesore into a state of the art port. This is a real opportunity to improve our state's infrastructure and bolster the economy for generations to come with a lasting, positive benefit to our environment.

As an elected official of this great state, I'm proud to support the Millennium project, and thank you.

Submission Number: ***TRANS-SPOKANE-M1-00052***

Received: 5/26/2016 12:00:00 AM
Commenter: Ben Stuckart
Organization: City of Spokane, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Thank you. Next up, Ben Stuckart, Spokane City Council President.

Speaker 52: Good afternoon. My name is Ben, and I represent the City of Spokane. I appreciate the Department of Ecology and Cowlitz County for visiting.

The City Council vehemently asked for an environmental impact statement on all proposed coal terminal in 2022. It is great to see this DEIS. I have some comments very specific to the DEIS.

First, the analysis of the economic impact is focused almost exclusively on the area around Cowlitz County. This ignores significant effects in communities in five states along the rail shipping route.

In Spokane, we can't afford to add extra trains to our downtown corridor. The DEIS estimates that Spokane would see 16 additional trains per day. During peak agricultural season, Spokane hits its capacity of 78 trains per day.

As BNSF has told me in multiple meetings, coal and oil trains will always take precedence over agricultural products.

In 2013, it was reported that the Columbia River (inaudible) no longer locally sources their materials due to rail congestion, and that is at current levels.

In 2014, coal trains went out of business due to rail congestion, and that is at current levels. The DEIS does not review the increase of 16 trains per day and how that would affect Eastern Washington's largest export, agriculture.

My other point is the coal industry is failing, and there has never been a worse time for our state to choose to invest in it. Coal, as a fuel source, is becoming a relic. All available data shows that the demand for coal is in steep decline.

Three of the largest five coal companies have gone bankrupt in the last two years. Do you know what happens when a coal company goes bankrupt? The millions of dollars in self-funded bonds set aside for reclamation of land gets settled for pennies on the dollar.

In 2013 and '15, I visited Washington, D.C. with local farmers from the Powder River Basin whose land is hopelessly polluted by the coal extraction. Reclamation has not been happening and will only get worse. The DEIS does not address this and needs to look at the source and its impact on the environment.

Thank you for holding this hearing, and I appreciate your work.

Submission Number: ***TRANS-SPOKANE-M2-00020***

Received: 5/26/2016 12:00:00 AM
Commenter: Laura Ackerman
Organization: City of Spokane, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: All right. Go ahead, Ms. Ackerman.

MS. ACKERMAN: Good afternoon. My name is Laura Ackerman. I am proxy for Spokane City Council Member Amber Waldref.

In my review of the Draft Environmental Impact Statement of the Longview terminal, one of the most significant impacts to the Spokane community is rail safety.

When people say that coal has been coming through Washington for years they are leaving out the biggest point, scale. The proposed Millennium Terminal would be the largest coal export facility in North America, with mile long trains traveling through population areas at a scale we've never experienced before.

The conservative estimates in the DEIS predict there will be 11 additional rail accidents per year as a direct result of this project, bringing the total accident baseline up to 61.81 accidents per year, a 22 percent increase. And this is just the conservative estimates.

Improvements to the rail line infrastructure to improve safety and reliability are planned but not permitted and definitely not funded. This is a huge concern to me and many of my constituents. Also, emergency response to accidents has a huge cost at a local level. At the City of Spokane we are already at a deficit of the number of firefighters and paramedics we need and the cost of training and additional emergency responder personnel cannot and should not be placed on local government for this project.

In addition to the cost of infrastructure upgrades and emergency responses to address rail safety deficiencies, there are documented, significant rush hour delays and backups of trains that prevent emergency responders from getting to other emergencies, let alone train accidents.

I hope you will consider these significant impacts to public safety. Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00021***

Received: 5/26/2016 12:00:00 AM
Commenter: Lori Kinnear
Organization: City of Spokane, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Thank you. And Mike Pederson, proxy for Lori Kinnear, Spokane City Council.

MR. PEDERSON: I'm reading this for Lori Kinnear, who is a Spokane City Council member, representing District 2, home to about 65,000 people, as well as the city as a whole that houses over 210,000 people.

Council members were recently briefed by the Washington State Department of Ecology on the Draft Environmental Impact Statement regarding the Millennium Bulk Terminal at Longview and the impacts to Spokane and our region.

Sixteen additional coal trains are expected to travel through Spokane daily on their journey to Longview. The burden to the community includes but is not limited to rail line segments over capacity, rail safety, rush hour delays, emergency vehicle delays, and greenhouse gas emissions increasage.

This includes coal trains, and oil train traffic would add to the existing rail congestion that is forcing Washington agriculture and manufacturing to close down or source their product from outside the state.

In 2013, the daily news reported that Woodland-based Columbia River Carbonates will no longer source materials locally due to rail congestion.

In addition, coal dust may impact the sulfurous aquifer and continue to assert water pollution. A recent UW health study confirmed that coal trains release twice as much diesel pollution as freight trains, rail route communities living closer to the track would experience increased pollution.

This project would increase carbon dioxide issues by 37.6 million tons, the equivalent of building at least five coal fired plants or adding eight million passenger eight passenger vehicles to the road.

Dwindling snow pack and dramatic increase in wildflowers in our state are also linked to climate pollution. These effects are not conducive to construction of a major new fossil infrastructure project.

I urge the decision makers to deny this project and ask that we rethink the long-term strategy for energy production. Washington state and Spokane don't need one more oil or coal train passing through our community and endangering the lives of our citizens. Thank you.

Submission Number: ***TRANS-LV-M2-00048***

Received: 5/24/2016 12:00:00 AM
Commenter: Alishia Topper
Organization: City of Vancouver, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
MS. TOPPER: Good evening. My name is Alishia Topper, council member for the City of Vancouver. Thank you for the opportunity to testify tonight. The City of Vancouver believes a thorough environmental review of the proposed Millennium Bulk Terminal terminal project is essential. In 2012, the Vancouver City Council adopted a resolution outlining the council's concerns related to this project and requested a comprehensive and cumulative analysis on its impacts to Vancouver.

The Council noted concerns about safety, potential environmental hazard to air and water quality related to coal dust deposition and impact of new rail traffic running through Vancouver.

While considering any project that could impact our community, the safety of our citizens is paramount. The DEIS reports a 22 percent in accident frequency unless safety improvements are made. The City of Vancouver is particularly concerned that no discussion was included in the DEIS of the impact on vehicle delays at at-grade crossings in Clark County even though analyses were completed on these delays for Cowlitz, Skamania, Spokane, Franklin, Benton, Klickitat, Lewis, and Yakima Counties. This project does not just impact Longview. Vancouver alone has as many as 18 private at-grade crossings and at least eight public at-grade crossings. The DEIS estimates eight unit trains per day will travel through Vancouver.

The increased rail traffic from this project will exceed rail capacity. And when other reasonable foreseeable projects are included train traffic will more than double rail capacity. This will undoubtedly increase delays for local traffic and emergency response vehicles.

An evaluation of such delays in Clark County is absolutely warranted. Vancouver is home to a robust industrial rail system. The BNSF rail line moves east, west, north, south through our city. And rail-based projects as large as this will greatly impact our community.

Thank you for allowing us to speak.

RECEIVED
JUN 1 3 2016

Congress of the United States
Washington, DC 20515

June 13, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee;

We write to voice our support for the proposed Millennium Bulk Terminal-Longview (Millennium) project in Cowlitz County, Washington. We invite your attention to a specific aspect of the project's State Environmental Policy Act (SEPA) Draft Environmental Impact Statement (DEIS) which may pose an undue burden upon interstate and international commerce. The proposed requirement for mitigation of greenhouse gases from coal consumed overseas is an unprecedented step that is not applied to other businesses operating in Washington or other goods that are shipped through the state. We respectfully request that you reconsider this requirement.

In order to address the impact on Washington State from greenhouse gas emissions of the project, the draft EIS proposes that Millennium mitigate 50 percent of the greenhouse gas emissions produced by the exported coal, regardless of where that coal is consumed. To quote the draft EIS, "For operations at maximum capacity this is 1.27 million metric tons CO2e per year (or 50% of 2.53 million from 2028 to 2038)." Even assuming a modest carbon credit price of $20 per ton, compliance with that requirement would cost Millennium more than $25 million annually. This exceeds the amount that Millennium estimates it will spend to pay its workforce—traditionally the highest operating cost of such an enterprise—and may render the project unfeasible.

Washington is one of the nation's, and the world's, busiest and most valuable trade hubs, with more than $90 billion worth of goods exported in 2014, according the Washington State Department of Commerce. Further, the department estimates that one in three jobs within the state are tied to trade, either directly or indirectly. Washington State is already home to the nation's 5th largest coal export facility by volume, located in Seattle. However, no other project or terminal is required to mitigate the lifecycle emissions of exported items.

For example, the Boeing Corporation, based in Washington State, is both a major supplier of exported goods as well as a provider of a means of export. Boeing employs more than 75,000 people in Washington. The company aims to keep its greenhouse gas emissions at or below 1.3 million metric tons, according to their most recent environment report in 2014. This figure is simply Boeing's industrial and testing emissions. Boeing is not required to mitigate these emissions, much less the millions of tons its aircraft emit annually. Millennium should not be required to do so either.

Millennium does not object to offsetting its emissions generated at the site. However, the mitigation requirements as proposed in the draft EIS are overly broad. We urge you to support the jobs created in Cowlitz County and the economic and environmental restoration that the Millennium project will support and revise the mitigation requirements accordingly.

Sincerely,

Michael B. Enzi
United States Senator

John Barrasso, M.D.
United States Senator

Cynthia M. Lummis
U.S. Representative

PRINTED ON RECYCLED PAPER

Submission Number: ***TRANS-LV-M2-00018***

Received: 5/24/2016 12:00:00 AM
Commenter: Mike Karnofski
Organization: Cowlitz County, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
MR. KARNOFSKI: So, I'm Mike Karnofski, Cowlitz County Commissioner. First of all, I want to thank the Department of Ecology and the Cowlitz County Building and Planning reviewing a thorough and complete job in the Draft EIS. I know it was a difficult process. More importantly I wanted to thank you for developing a schedule and sticking to that schedule. It's important to get these done in a timely manner.

In going forward, I would ask you for the good of the community and in the best interest of all parties, that you develop a timely schedule to bring us to a timely conclusion for this process.

Thank you.

Submission Number: ***TRANS-LV-M2-00022***

Received: 5/24/2016 12:00:00 AM
Commenter: Dennis Weber
Organization: Cowlitz County, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dennis Weber, Cowlitz County Commissioner. Good evening. My perspective as an elected official is framed by my promise to faithfully serve all the people in this region. The EIS has more accurately described the economic and community health impacts of the proposal by referencing the following critical facts that should have everyone's attention.

One, less than 15 percent of Cowlitz County's residents have a four-year college degree or more.

Two, the County's unemployment rate has been consistently two percent above the national average since the closure of Reynolds.

Three, real incomes are down. One out of three residents here are so poor they are enrolled in Medicade.

Four, the persistent poverty in this region is reflected in lower life expectancy and higher adult suicide rates than Washington state. Nothing cures poverty than jobs, jobs, jobs. The no action alternative does not address the grinding poverty that is destroying the lives of thousands of our residents and killing off our most vulnerable support for the status quo is unacceptable for fighting poverty.

One issue not addressed adequately by the EIS is federalism. In an earlier career I was a James Madison fellow for the state of Washington and taught the U.S. Constitution. One of the oldest powers delegated to congress is the power to regulate foreign trade.

One of the most divisive issues leading to Constitutional Convention in 1787 was the fact that states with ports were economically strangling nonport states. Hence, another power given to Congress, the right to regulate interstate commerce. A no action alternative and support for the status quo are clear violations of the constitution.

Thank you.

Submission Number: ***TRANS-PASCO-M1-00072***

Received: 6/2/2016 12:00:00 AM
Commenter: Rick Miller
Organization: Franklin County, WA
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Thank you. My name is Rick Miller. I'm Franklin County Commissioner. I want to talk to you about my personal view of what I've seen. Ramping up exports is key to Washington state's economy. And I'm all for jobs.

Safety is a big concern for me. Two years ago I had opportunity to research on the coal industry in Wyoming. I toured Dry Fork plant, a coal-based electric generation power plant near Gillette, Wyoming.

Before my visit I actually thought those plants would be dirty, more dangerous, and many more regulations would be needed to apply to those coal pits. But what I saw was state-of-art facilities. What I saw was a clean environment, spotless. Coal dust -- a sealant to create a crust on top of the coal to prevent dust from escaping.

Later I toured Corder Rojo Mine, an open pit mine in Campbell County near the city of Gillette. Once again very clean. As I stood in the pit, I did not see or smell any coal dust. And there're monitors detecting particles or contaminants in the air. And there were water trucks around. It's clean. With all the fuss, I thought this would be dirty, but it's very clean. It's highly regulated.

There's an increased demand, especially Asia. And if our state does not support the export terminal in Washington, low sulfur coal in Wyoming will go to Canada, our neighboring country, and that neighboring country will take advantage of those exports. Millennium Bulk Terminals will have state-of-art technology --

Thank you.

Submission Number: ***TRANS-PASCO-M1-00055***

Received: 6/2/2016 12:00:00 AM
Commenter: Shawn Sant
Organization: Franklin County, WA Prosecutor
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Thank you. Next I have Shawn Sant, Franklin County Prosecutor.

SPEAKER 54: I'm Shawn Sant, Franklin County Prosecutor here. Thank you for coming down and giving the opportunity to our citizens to make their voices heard. I would like to speak on behalf of the environment.

The environment is -- the environment around us is essentially the mirroring of the degradation area of reclamation which is the condition that surrounds someone or something that the conditions and influences that affect the growth, health and progress of someone or something.

I'm asking you to consider -- as a county official we have seen especially in my role as prosecutor we've seen the struggle of the counties and the cities to maintain the ongoing financial burdens and demands on our communities.

This project would be an opportunity for not just providing living wage job opportunities for many of our union brothers and sisters that are out there. This would provide opportunities for counties as ours that we have family members that reside here that are members of the BNSF as well.

We have seen locally the protections that have been put into place with Burlington Northern to protect the interests of the environment. I'm asking you for further consideration that the environment we're thinking of are the environment within our families. The environment that families are struggling in Washington state. For too long we have seen negative impact that turns away job opportunities.

Locally we've had an opportunity of a great company like AREVA to come in and provide several million dollars for jobs to our citizens here locally, and, but also it would provide the necessary infrastructure and funding that would be beneficial to everyone within our state. Unfortunately this has failed under the current leadership.

I'm asking for consideration of finalizing this EIS because for environmental concerns when we're talking about helping the families in this state, our state has become -- I appreciate the opportunity to speak and your time.

Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00051***

Received: 5/26/2016 12:00:00 AM
Commenter: Pat Risken
Organization: State of Montana, Assistant Attorney General
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Pat Risken, Assistant Attorney General, Montana.

SPEAKER 51: Thank you. I'm Pat Risken, Assistant Attorney General for the State of Montana.

Montana is a land locked community producing state, commodity producing state. When you're sitting at a railroad crossing watching cars go by in Montana, you're watching timber, lumber, grains, sugar beets, sugar, oil, gypsum, lime, copper, or coal, which are all very valuable commodities in the state of Montana and produced by our state.

Our economy and the wellbeing of our cities' families depends on access to markets for these commodities. As a result, we pay attention to our sister cities, which are blessed with access to coastal waterways, make decisions about port facilities which provide gateway to national and international markets for the commodities produced in our state.

The construction and availability of this particular facility is of paramount importance to the state of Montana. The commerce clause of the United States Constitution gives the United States Congress power to regulate commerce among the states. Even when congress has not acted on a particular matter the negative implications of the clause, commonly called the dormant commerce clause, protects a state like ours from action state and other states which would unreasonably restrict the ability of our citizens to engage in intercity commerce and international commerce.

We have every reason to believe that our comments are being considered and our interests are important to this decision-making process. We will be watching closely. Montana's Attorney General was engaged in the original scoping of this project, and we will continue to monitor its progress.

Thank you for your efforts in this DEIS and for taking our comments today. Thank you.

ATTORNEY GENERAL
STATE OF MONTANA

Tim Fox
Attorney General

Department of Justice
Joseph P. Mazurek Justice Bldg.
215 North Sanders
P.O. Box 201401
Helena, MT 59620-1401

June 13, 2016

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

Comments of Montana Attorney General on State Environmental Policy Act Draft Environmental Impact Statement for the proposed Millennium Bulk Terminals, Longview, Washington

Filed online June 13, 2016 at: Online: http://www.millenniumbulkeiswa.gov

I submit the following comments on behalf of the State of Montana:

I. Background

Millennium Bulk Terminals-Longview, LLC has proposed to construct and operate a coal export terminal for the shipment of coal on a 190-acre site (project area) in Cowlitz County, Washington, along the Columbia River. Pursuant to the Washington State Environmental Policy Act (SEPA), Rev. Code Wash. § 43.21C.900, et seq., and regulations promulgated thereunder, this proposal is under review by Cowlitz County and the Washington State Department of Ecology. The Draft Environmental Impact Statement (DEIS) is the result of this review.

Montana is a landlocked, commodity producing state. Our economy, and the well-being of our State's families, depends on access to markets for these commodities.

As a result, we pay attention when our sister states which are blessed with access to coastal waters make decisions about port facilities which provide the gateway to national and international markets for the commodities produced in our State.

That is the reason for our State's interest in the DEIS and in the decisions to be made as the culmination of the review process. The construction and availability of this facility is of paramount importance to the people of our State.

The Commerce clause of the U.S. Constitution gives the United States Congress the power to regulate commerce among the states. Even where the Congress has not acted on a particular matter, the negative implication of that clause, which is commonly called the dormant commerce clause, protects a state like ours from actions taken in other states which would unreasonably restrict the ability of our citizens to engage in interstate and international commerce.

We have every reason to believe that decisions made for this project will recognize and protect our state's interests, but it's our duty, our obligation, to make sure our interests are known. That is the reason for our involvement in the agency's review. Our State, together with the State of North Dakota, was engaged in this review at the scoping phase, and the State of Wyoming also is interested in and commenting upon the DEIS. We will be closely scrutinizing the agencies' responses to our comments, and the comments of others, and to the decision-making to follow, with the object of protecting our State's interests in this project.

We appreciate the work Cowlitz County and the Washington Department of Ecology have put into this Draft EIS, and into getting it produced in a timely fashion. We also appreciate the opportunity to provide these comments, and we look forward to watching this project proceed to final permitting and construction.

Other legal and factual flaws than those mentioned within may be discovered as the State of Montana continues to monitor this process. Montana therefore reserves the right to raise additional concerns in the future should the need arise.

II. Applicable Law relevant to Montana's Commerce Clause Interest

The Washington Supreme Court held in *Parkridge v. Seattle*, 89 Wn.2d 454, 466, 573 P.2d 359, 366, (Wash. 1978), that the State Environmental Policy Act (SEPA) may not be utilized by a governmental agency to block the construction of projects merely because they are unpopular. Instead, SEPA, limits the agency's examination to those specific objective factors set out in Rev. Code Wash. § 43.21C.030. In particular, Rev. Code Wash. § 43.21C.030(2)(e), requires that an agency conducting a SEPA environmental review: "[s]tudy, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources".

In reviewing project alternatives and their impacts in this SEPA review, Cowlitz County and the Washington State Department of Ecology, should examine workable and economic alternatives for the use of proposed port facilities and their cumulative social and economic impacts, so as to sustain interstate commerce, and facilitate the flow of

State of Montana, Attorney General (3112)

commodities through the State of Washington from the State of Montana to Washington and beyond, to international markets. Washington may not erect barriers to interstate and international commerce. *Lewis v. BT Investment Managers, Inc.*, 447 U.S. 27, 35, 64 L. Ed. 2d 702, 100 S. Ct. 2009 (1980); *South-Central Timber Development, Inc. v. Wunnicke*, 467 US 82, 100 (1984).

When selecting alternatives and evaluating the impacts of protective or restrictive regulatory measures for this project, the SEPA review should balance those protective or restrictive measures against the State of Washington's constitutional duty to preserve the flow of goods in interstate commerce under the strictures of the dormant commerce clause. U.S. Constitution, Art. I, §8, cl. 3. "Any state action that 'burden[s] interstate commerce or impede[s] its free flow' is within the domain of the dormant Commerce Clause. *C & A Carbone, Inc. v. Town of Clarkstown*, N.Y., 511 US 383, 389 (1994) (citing *NLRB v. Jones & Laughlin Steel Corp.*, 301 US 1, 31 (1937).

Under the dormant commerce clause, it is the constitutional duty of the State of Washington to choose the least restrictive regulatory means to protect its local interests, or be prepared to articulate why it was unable to do so. See, e.g., *Brown-Forman Distillers Corp. v. New York State Liquor Authority*, 476 US 573, 579 (1986); *City of Philadelphia v. New Jersey*, 437 US 617, 627 (1978); *Oregon Waste Sys., Inc. v. Dept. of Envtl. Quality of State of Or.*, 511 US 93, 107 (1994).

Even if the State of Washington deems the impacts of its selected protective or restrictions conditions to possess only an incidental impact upon interstate commerce, the dormant aspect of the commerce clause of the U.S. Constitution forbids those conditions from being "clearly excessive in relation to the action's putative local benefits." *Pike v. Bruce Church, Inc.*, 397 US 137, 142 (1970).

III. Application of Law to Draft EIS

The DEIS evidences violations of applicable law, including SEPA, in the following respects:

The principal flaw the State of Montana sees in the DEIS is that it requires mitigation by the project applicant for increased GHG emissions from coal burned in Asia during the time period of the project's operation, as a result of the project, based on a modeling scenario that is speculative at best, and accordingly not in compliance with the SEPA requirements that a SEPA EIS evaluate potential impact proximately caused by a proposal.

In addition, there is no basis provided in the DEIS or the supporting documents to conclude that any net additional emissions from burning of coal in Asia emission during the time period of the project's operation, as a result of the project, would cause specific, adverse environmental effects in the state of Washington, and no basis therefore for requiring mitigation for these emissions in the State of Washington. This also violates SEPA, as well as the State's Commerce Clause obligations.

Finally, requiring that the mitigation plan be approved by the State creates a new and open-ended permit requirement which creates a level of uncertainty that would in itself tend to make the project uneconomic. This provision violates SEPA and the State's Commerce Clause obligations.

In summary, the State of Montana has a vested interest in the agencies' review of the project, and in the decision-making to follow the review. Our interest is protected by the provisions of the United States Constitution. We urge the agencies' to take this important interest into full account in the continuing review of the project and in the decision-making to follow.

Sincerely,

TIM FOX
Attorney General

Submission Number: ***TRANS-SPOKANE-M1-00049***

Received: 5/26/2016 12:00:00 AM
Commenter: Duane Ankney
Organization: State of Montana, Senator
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: We'd like to hear from Duane Ankney, Montana State Senator. On deck, Jim Keane.

Good afternoon. State Senator, Duane Ankney, Montana, Colstrip, Montana.

I'd like to address the panel today in favor of the Millennium terminal. It brings to both Washington and Montana needed jobs and revenue. Where Washington is heavily dependent on port jobs, Montana is heavily dependent on jobs in coal. Our coal has this terminal and the effect of any increase in production of coal will not create any new mines in Montana nor will it build any new railroads. It will simply help those mines that are existing stay in business. More importantly, it will keep a very important revenue stream going to our state government.

This week, on Monday, the State libraries got notice from the budget director that their budget was going to be cut severely because of the lack of coal funds that will be collected that support the State libraries.

Now, this coal is going to be burned in Japan, Korea, wherever whether it comes out of the Powder River Basin or not. Powder River Basin coal is much cleaner than what they're getting from Australia, Indonesia, and the foreign markets. So it's going to create less pollution in Asia than what the coal they're getting now.

The coal will still come out of United States through Canadian ports. So the gentlemen that testified on the railroad going up -- thank you.

Submission Number: ***TRANS-SPOKANE-M1-00050***

Received: 5/26/2016 12:00:00 AM
Commenter: Jim Keane
Organization: State of Montana, Senator
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Jim Keane, Montana State Senator.

Thank you, Members of the Committee. My name is Jim Keane. I represent Butte, Montana and Jefferson County, Montana. I'd like to thank you for your service through this whole process. I understand what you're going through. I certainly appreciate your service.

I'd like to follow up on some of the discussion that we don't need to do this climate change. Coal is being targeted for the climate change whole problem. Climate change is real, but it's a cause of many, many problems. It's important that we take into account how we change and burn coal.

There's been some of that discussion here, but for Washington who has been an exporter and a reliable exporter of goods and services throughout the Northwest, it's very important to understand what you're doing with this port. You're cleaning up something that was used in the past and creating it to build something of the future. Not just for yourself, for Montana, for Wyoming, for Idaho, and all of those jobs in between.

I really am sorry that people don't say that people don't benefit on the rail lines. The rail lines are taxed, there are more jobs and, in order that we get this service for our state, that money comes to us in many, many forms of the jobs, taxes, and benefits that are paid. That's what you're looking at.

If coal goes over across the sea at a much higher price, we add value to the commodity that we ship, and it's used overseas, and then we're going to say we're destroying the world's environment. Come on, give me a break.

Years ago they were saying it was all cost, we have to go on the cost of the product. Well, let's evaluate the cost of the product. If there isn't a market, don't ship it but, if there is a market, let's take advantage of it. If we don't ship it out of here in Washington, your neighbors to the north will ship it because somebody is going to use Powder River Basin coal. We'll be working with them if you won't work with us. Thank you.

STATE OF SOUTH DAKOTA

DENNIS DAUGAARD, GOVERNOR

June 13, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

RE: Millennium Bulk Terminals Draft Environmental Impact Statement

Dear Governor Inslee,

South Dakota has an interest in the Millennium Bulk Terminals Longview coal export proposal, as a number of South Dakota residents are directly or indirectly employed in the Wyoming Coal industry, and the west coast rail infrastructure routes under review carry South Dakota agricultural exports. The four-year long process since the proposed project permit submittal has resulted in an extensive Draft Environmental Impact Statement. While there are many positive observations noted in the DEIS, South Dakota has two concerns.

The proposed mitigation for a rail-to-ship trans-loading facility to offset life cycle CO_2 emissions is an issue. First, the precedential nature of expanding the permit scope to conditions beyond the site itself to states in the mountain west and Asia is chilling for future infrastructure projects. Additionally, CO_2 emissions are not unique to coal – the same might be referenced for planes, trucks and autos, along with agricultural products which use energy in their supply chains.

South Dakota strongly urges that alternatives to worldwide emission issues be found in lieu of strategies that would add cost and delay to much needed infrastructure development projects. Further burdens to exports, commerce, and the economy need to be avoided.

Thank you for the opportunity to comment.

Sincerely,

Dennis Daugaard

Dennis Daugaard

DD:ke

cc: Millennium Bulk Terminals

STATE CAPITOL • 500 EAST CAPITOL • PIERRE, SOUTH DAKOTA • 57501-5070 • 605-773-3212

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Office of the Governor

DR. LAURA NELSON, Ph.D.
Energy Advisor

Office of Energy Development

DR. LAURA NELSON, Ph.D.
Executive Director

June 13, 2016

Bill Chapman
CEO
Millennium Bulk Terminals
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Re: State of Utah Support for the Millennium Bulk Terminals-Longview Project

Mr. Chapman,

On behalf of the State of Utah, we appreciate the opportunity to support the Millennium Bulk Terminals-Longview project. The State of Utah, including its mining, agricultural and manufacturing industry, will greatly benefit from the Millennium Bulk Terminals project. The State of Utah strongly supports environmentally responsible, well-designed infrastructure projects, such as the Millennium project, that promote sustainable economic growth. The Millennium project will advance the environmentally safe transport of coal and other materials in the West, including expanding access to export markets that can benefit from Utah's environmentally superior coal. Accordingly, the State of Utah supports the timely environmental review and approval of the Millennium project.

Coal mines located in central and southern Utah produce high BTU and low sulfur coal for the steam-coal and metallurgical coal markets located domestically and abroad. The coal industry provides good paying jobs in rural areas where residents are directly or indirectly employed in mining, trucking and support services which return tax revenue to the State. The coal mined on state and federal lands in Utah generates royalty and lease payments to the State. The west coast rail infrastructure routes under review also carry Utah agricultural and bulk freight exports.

The four-year long process since the proposed project permit submittal has resulted in an extensive Draft Environmental Impact Statement which provides a thorough environmental analysis and basis for approval of the proposed export facilities. These facilities are urgently needed to provide the infrastructure needed to transport and ship coal,

agricultural products and bulk freight shipments to new markets. The State of Utah appreciates the DEIS's general support for the proposal and looks forward to the remaining DEIS issues being resolved in a timely manner to allow this important project to proceed. Utah's mining, agriculture and manufacturing industries will benefit from this much needed rail to ship infrastructure.

Sincerely,

Dr. Laura Nelson
Energy Advisor

MATTHEW H. MEAD
GOVERNOR

THE STATE OF WYOMING

2323 Carey Avenue
CHEYENNE, WY 82002

Office of the Governor

June 10, 2016

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

RE: Millennium Bulk Terminals Draft Environmental Impact Statement

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS). Coal is critical to Wyoming's and the nation's economy. Coal contributes an estimated $1.1 billion in taxes to Wyoming annually. This revenue supports schools, hospitals, roads, and other critical services. Nationally, coal generates roughly 39% of our electricity needs. The state of Washington receives roughly 15% of its electricity from coal. This low cost fuel helps reduce the cost of electricity, leaving citizens with more money to save for retirement, pay for school, or simply provide household necessities.

I support the Millennium Bulk Terminal project. It will create jobs and generate additional tax revenue for several states. Additionally, it will provide foreign countries access to a cleaner source for power generation than they currently use, which benefits everyone.

I am pleased that the DEIS recognizes that coal dust from rail transport will have negligible impact on the environment. However, I have two principle concerns. First, Chapter 3 of the DEIS refers to coal as a "hazardous material." Ch. 3, p. 3.6-22. No state or federal law defines coal as a hazardous material, and neither should the DEIS.

Second, the DEIS requires the applicant to mitigate for carbon emissions occurring from coal burned overseas. These requirements are legally tenable, and put other critical components of our country's economy at risk. For example, the Port of Grays Harbor, Washington, ships nearly 100,000 automobiles to foreign markets each year. Boeing exports are used in roughly 150 countries. Will these companies now have to mitigate for carbon emissions from burning gasoline and jet fuel outside of the United States?

Instead of advancing policies that discourage using coal, leaders should support innovation as the pathway to reducing carbon emissions where coal remains a valuable commodity. Wyoming is leading this innovation effort through a program developed at the Integrated Test Center in

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FAX: (307) 632-3909

Gillette, Wyoming. Here, researchers will compete to identify solutions for reducing carbon emissions, while creating new markets for coal. The Millennium Bulk Terminal project will provide markets for this innovation.

I encourage a timely final Environmental Impact Statement reflecting these concerns.

Sincerely,

Matthew H. Mead
Governor

MHM:dh

Submission Number: ***TRANS-SPOKANE-M1-00021***

Received: 5/26/2016 12:00:00 AM
Commenter: Mark Gordon
Organization: State of Wyoming, Treasurer
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Mark Gordon, Wyoming State Treasurer.

SPEAKER 21: Good afternoon. Thank you. My name is Mark Gordon. I'm the Wyoming State Treasurer, former president of our state Environmental Equality Council, lifelong rancher, lifelong environmentalist, and I'm here today to support the Millennium Bulk Terminals.

I just want to start my comment, as I was listening to this, that the headwaters of several major river systems, I'm wondering if we can direct how that water is supposed to be used by people as they -- as they proceed? But, anyway, that's just a topic for discussion.

I wanted to talk to you today really about the challenges that Wyoming has. We're down 20 percent on our year-to-year coal jobs. This has led to an increase in suicides, this has led to layoffs in major towns for the rail people, we've had a dramatic drop in our economy. As you may well know, Wyoming has had a long and prosperous role with coal. We are dedicated to using it wisely. We're the first state that had carbon capture loss.

And so, with that, I would like to recommend that you proceed as quickly as possible to issue a permit so we can avoid having trade barriers to the product that we produce independently. Thank you very much.

Submission Number: ***TRANS-LV-M1-00045***

Received: 5/24/2016 12:00:00 AM
Commenter: John Nelson
Organization: Wasco County School District, OR
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

EVENT HOST: John Nelson, Wasco County School District board member. MR NELSON: Hi. I'm John Nelson. Thank you for giving me this opportunity to speak. The Millennium Terminal will result in 44 million tons of coal per year hauled through the Columbia River Gorge scenic area in open coal cars. Think of the 18 trains, each with 120 uncovered cars spearing more than 10,000 pounds of coal and coal dust on the ground and in the Columbia River as they travel through the Gorge. Why not keep fossil fuel in the earth. Our challenge as humans is to save ourselves from an earth that if pushed too far has the power to literally cast us off. We are making our world uninhabitable due to the myriad effects of climate change and global warming. If you consider the coal dust and diesel emissions that are generated by transporting 44 million tons of coal a year, this project would be one of the biggest greenhouse emitters in the state of Washington. It would also be a giant step backwards from recent clean energy policies passed in Washington. The pictures that I handed you to look at are at Horse Thief Lake, it's literally riddled with coal dust on the ground. You can see that for yourself. State park in the state of Washington. So, along the entire route there are many serious impacts to our health and environment from coal dust falling along the tracks. This is not tolerable and should on that basis alone support the rejection of this terminal. Thank you.

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STATE REPRESENTATIVE
9th LEGISLATIVE DISTRICT
JOE SCHMICK

State of Washington House of Representatives

HEALTH CARE & WELLNESS
RANKING MEMBER
AGRICULTURE & NATURAL RESOURCES
APPROPRIATIONS

Sally Toteff
Director, Southwest Regional Office
Washington State Department of Ecology
300 Desmond Drive SE
Lacey, WA 98503

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

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

To Whom It May Concern:

I am writing to express my concern about the proposed greenhouse gas mitigation requirements contained in the Draft Environmental Impact Statement (DEIS) for Millennium Bulk Terminals.

Agriculture, as well as many other Washington trade-dependent businesses, relies on both public and private ports. As a wheat farmer who depends on trains, trucks, barges, and ships to get my product to market, I have a strong personal understanding of the importance of this trade infrastructure. Without it, I could not reach Asian markets and would be placed at risk of losing my farm.

The DEIS claims Millennium is responsible for greenhouse gas emissions from the movement of coal by train and ship, as well as the emissions from the end use of coal by power plants to generate electricity in Asia. Like fellow farmers, I rely on a similar transportation infrastructure to move my wheat to export terminals on the Columbia River. As Millennium is proposing to do for coal, I depend on these export terminals to load wheat onto ships for transport to Asian buyers who will ultimately process my wheat into food that feeds families throughout the Far East.

Grain export terminals along the Columbia River and in Puget Sound are in high demand by both WA farmers, and farmers growing grain as far away as the Midwest. Space at these terminals is limited and we will need additional future capacity.

LEGISLATIVE OFFICE: 426-B LEGISLATIVE BUILDING • PO BOX 40600, OLYMPIA, WA 98504-0600 • 360-786-7844
E-MAIL: Joe.Schmick@leg.wa.gov
TOLL-FREE LEGISLATIVE HOTLINE: 1-800-562-6000 • TDD: 1-800-635-9993 • www.leg.wa.gov

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The expansive greenhouse gas mitigation requirements being proposed in the DEIS set a dangerous precedent for these needed future grain export terminals. While new grain export terminals are likely to be built, the high cost of complying with both the unique Washington State study and mitigation requirements that have been imposed on Millennium are likely to drive new investment to Gulf Coast ports instead. Terminals on the Gulf may help competing farmers in the Midwest reach markets in Asia, but they will not help growers in this state.

I urge you to reconsider and eliminate these proposed greenhouse gas mitigation requirements to avoid setting a negative precedent that will undermine the development of other critical trade infrastructure projects.

Sincerely,

Joe Schmick

Joe Schmick
State Representative, 9th District

Washington State Legislature

June 13, 2016

Diane Butorac
Regional Planner
Southwest Regional Office
Department of Ecology
diane.butorac@ecy.wa.gov

Re: Comments on Draft Environmental Impact Statement for Millennium Bulk Terminals Longview Coal Export Proposal

Ms. Butorac,

We greatly appreciate the opportunity to participate in the environmental review process for Millennium Bulk Terminals – Longview (MBTL) coal export proposal. Please consider this letter as part of the public record for the draft environmental impact statement.

As state legislators, we represent diverse communities across Washington, and we share the common interests of protecting public health and safety, economic development, treaty rights and cultural resources, and the environment in our communities. The purpose of this letter is to acknowledge the many adverse impacts identified by the DEIS and to urge the reviewing agencies to broaden the scope of the review further so as to highlight a number of significant impacts that are not included in the draft review.

Our specific concerns about the DEIS fall into several categories:

Impacts of increased traffic

The proposed terminal would generate up to 16 daily trips by loaded and unloaded, mile-and-a-half long trains along rail corridors in Washington, Oregon, Idaho, Montana, and Wyoming each day, and an estimated 1,680 transits of Panamax bulk vessels on the Columbia River annually. This increase in rail and vessel traffic will have profound impacts on the communities along the rail corridors that lead to the proposed terminal site and along the Columbia River. The DEIS examines some of the impacts that will be felt in Cowlitz County, but does not fully capture the impacts to communities elsewhere in the state.

- **Who will pay for the necessary infrastructure improvements?** The DEIS notes that rail infrastructure investments will be necessary to deal with increased rail traffic, but no investments in infrastructure improvements are proposed as mitigation outside the local project area. Instead, proposed mitigations along rail main lines are focused on

coordination and notification, shifting the burden for costly infrastructure improvements for crossing safety and traffic to state and local governments.

- **What economic impacts will result from increased rail traffic?** The analysis of economic impacts is focused on the local project area and Cowlitz County, and this does not fully capture the regional economic impacts of increased traffic congestion, over-capacity rail lines, air and water pollution, and noise along rail lines and the Columbia River. The DEIS discusses traffic congestion in the project area in terms of "levels of service" and 24 hour averages, but does not examine the traffic impacts during rush hour or on typical freight delivery schedules. Outside Cowlitz County, farmers are already experiencing difficulties in getting commodities to market, and in communities along the rail line, traffic congestion, pollution, and noise will deter economic development.

Environmental Impacts

The transportation of coal across the state, through many small and large communities and along the Columbia River, places public health and natural resources at risk. The DEIS examines many of the potential impacts around the project area, but fails to address the broader array of impacts that may be felt throughout the state.

- **What impacts will result from more coal dust?** The DEIS downplays impacts from coal dust on public health and environment, and does not reflect the impacts communities along rail lines are already experiencing. Communities along the Gorge already report issues with deposits of coal dust along rail lines from existing coal trains, where contaminants can be washed in to the river. The DEIS projects that "average and maximum deposition of coal dust on the BNSF main line in Cowlitz County [is] estimated to be above the nuisance thresholds at 50 and 100 feet," but then finds that these impacts are "not significant" because no state or federal standards apply. The proposed requirement to establish a coal dust complaint system only applies in Cowlitz County, and the requirement to share information with the Columbia River Gorge Commission once a year does not address the physical impacts of coal dust or provide any certainty they will be addressed.

- **How will impacts to treaty fishing rights be mitigated?** The DEIS acknowledges impacts to fish populations and to Tribal fishing access across rail lines, but fails to fully analyze or propose mitigation to avoid significant adverse impacts. The DEIS notes that to mitigate impacts on access to tribal treaty fishing areas, the Applicant may initiate a process with Columbia River Inter-Tribal Fish Commission officials to discuss and identify mitigation measures prior to beginning operations. This does not provide certainty that impacts to fishing access will be avoided or mitigated.

- **How will sensitive areas be protected?** Impacts to protected areas along rail and barge lines are a particular concern. The Columbia River Gorge National Scenic Area is just

Washington State Legislature

one of many protected and sensitive areas that would be negatively impacted by coal trains that would service this facility. Wetlands, wildlife refuges, state parks, tribal fishing areas, critical fish, wildlife and plant habitat, recreation, and scenic resources would be harmed by the impacts of this facility, its trains, and the expansion of rail lines needed to accommodate the increase in rail traffic.

Scope

While the DEIS identifies and analyzes many of the potential adverse impacts that will likely stem from the project, the statewide impact is not fully examined. The geographic scope of analysis for many of the DEIS elements is too narrow to capture impacts to impacted communities and resources along rail and barge routes. For example, the analysis and mitigation of noise and economic impacts is focused only on Kelso, Longview, and Cowlitz County despite the fact noise and traffic impacts along rail and barge lines will impact communities in five states. Further, the DEIS acknowledged disproportionate impacts to Minority and Low-Income Populations within 1 mile of the project area and 0.5 mile of the affected rail lines in Cowlitz County. Again this, underrepresents the full scope of the impact, which extend to communities beyond the borders of Cowlitz County.

The final EIS must provide a more robust analysis of full costs and risks of this proposal to communities across the impacted region. We commend the reviewing agencies for examining a number of potential impacts, and especially for acknowledging and proposing mitigation for the greenhouse gas emission that the project will produce, but we think that the DEIS still falls short of uncovering the full range of potential impacts. We urge the agencies to build on this draft document and continue to identify potentially significant impacts, especially outside the immediate project area.

Thank you again for the opportunity to participate in this process, and for carefully considering our comments.

Sincerely,

Representative Joe Fitzgibbon
34th Legislative District

Representative Patty Kuderer
48th Legislative District

Representative Sherry Appleton
23rd Legislative District

Representative Gael Tarleton
36th Legislative District

Washington State Legislature

Senator Pramila Jayapal
37th Legislative District

Senator Kevin Ranker
40th Legislative District

Rep. Kristine Lytton
40th Legislative District

Representative Strom Peterson
21st Legislative District

Representative Brady Walkinshaw
43rd Legislative District

Representative Marcus Riccelli
3rd Legislative District

Representative Cindy Ryu
32nd Legislative District

Representative Ruth Kagi
32nd Legislative District

Representative Joan McBride
48th Legislative District

Senator John McCoy
38th Legislative District

Representative Lillian Ortiz-Self
21st Legislative District

Representative Sam Hunt
22nd Legislative District

Submission Number: ***TRANS-SPOKANE-M2-00004***

Received: 5/26/2016 12:00:00 AM
Commenter: Bob McCaslin
Organization: Washington State Representative, 4th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. I'm Representative Bob McCaslin from the Fourth District, Position 2. And I come to you as an elementary school teacher and also in favor of the Millennium Bulk Terminal.

The thing that I've seen and see in government is often where we are very thorough, and rightly so, on environmental impact statements. But in this project it's -- I think it's taken extra long. I think Millennium is the one that's taking most of the risk here, not just with the jobs that are proposed but also just in their ability to stay in business.

So a lot of this is coming to the point where we're looking at revenue to fund schools and we're also looking at a hundred new teachers, four million each year in tax revenue.

And as a life-long teacher I really consider educating our children is our paramount thing that we need to do. But without jobs that's pretty hard to do. And those jobs are the things that families need to have in order to put their kids in school and have a stable home environment.

So this is going to put 2,000 people to work during construction and almost 300 full-time family wage jobs that would be permanently created. And likely including railroad jobs here in Spokane.

So I'm asking you to move quickly and find a way to approve this project. We need the jobs and support for schools now. Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00018***

Received: 5/26/2016 12:00:00 AM
Commenter: Shelley Short
Organization: Washington State Representative, 7th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Good afternoon. I'm Shelley Short, State Representative from the 7th District.

And actually I'd like to -- years ago I have done climate change issues for our caucus, worked with the governor on climate change, executive work group, and I can tell you the thing that I want to talk about today is the obligation of making a company responsible for emissions from beginning to end in Asia. I'm very concerned about the precedent that's set. To me, lifecycle analyses, that's the way that I look at this, is a process by which consumers can choose the kind of product they wish to use. It's not used to penalize the company because they happen to be exporting coal. They aren't mining it, they're not burning it, they're not manufacturing it, they're not using it.

Anything that Ecology has done throughout the history of looking at rules and regulations on companies has been about in-State emissions, and their in-State emissions are very low, and I think that that's dangerous. I don't think there's legal authority, frankly, to work in this way.

So, for that reason, I believe that the EIS have to look at the emissions associated with the company directly and not with the entities of Asia. Thank you very much.

Submission Number: ***TRANS-SPOKANE-M1-00020***

Received: 5/26/2016 12:00:00 AM
Commenter: Joel Kretz
Organization: Washington State Representative, 7th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Thank you. Joel Kretz, State Representative.

SPEAKER 20: Good afternoon. Joel Kretz, State Representative, 7th District.

I guess I speak to the job end of this. We've got very low unemployment in the state of Washington, about 5.8 percent. The other areas outside of the big cities are hurting. My district is about nine percent.

I've got friends in Wyoming and in Montana, I've got friends in Southwest Washington, and I know those areas desperately need the jobs. I take that if you look at the DEIS, it looks pretty clear that there is a minimal impact on the State.

I am really concerned, like Shelly mentioned earlier, about the precedent of mitigating for something that happens clear across the world. Where do you end with that? Will it be -- Boeing comes to mind. If you think about a real impact on air quality in the environment, what jets put out, and that's emitted right here in the state. So I think that was my biggest fear on this is the precedent that would accept on trying to deal with something that is happening across the world and basically picking winners and losers on the industry. Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00022***

Received: 5/26/2016 12:00:00 AM
Commenter: Shelly Short
Organization: Washington State Representative, 7th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Thank you. Last up, Shelly Short, Washington State Representative.

MS. SHORT: Good evening everyone. I'm Shelly Short, State Representative for the 7th District in Longview. I'm speaking here tonight in favor and support of the Millennium Bulk Terminal.

You look at the EIS and I am confident that this project will meet all the stringent environmental laws we have in the state.

I think of the local jobs. Their community is much like mine. We need those family wages jobs. There are working class families that are struggling, minorities that are struggling, and certainly this project will help that.

The one thing I am going to point to in the DEIS, I handle a lot of the climate changes for my caucus and the legislature, and what I'm really going to take umbrage with is this life cycle type of analysis that really requires, you know, Millennium to deal with emissions that have kind of cradled the grave of this project. I don't believe there's legal authority to do that frankly.

And there are no other companies in Washington state that have been dealt with this way, and I think it's, you know, picking winners and losers. I think it's using an assessment to really basically punish the company because they happen to actually be transporting coal.

I think if it were any other product they wouldn't be getting this level of scrutiny, frankly.

What I really would like to see in the EIS is, is that being looked at and really just strictly just deal with the emissions that deal are associated with Washington state.

I think that would meet the intent of the legislation, you know, and the laws that we have in the state of Washington. But we've got to stop, you know, dealing with the impacts to China. Again, no other company in Washington state has had to live under that kind of, you know, stringent, really a precedent setting mood. And I just really look forward to this project moving forward. Thank you very much.

Submission Number: ***TRANS-PASCO-M1-00005***

Received: 6/2/2016 12:00:00 AM
Commenter: Larry Haler
Organization: Washington State Representative, 8th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is Larry Haler, State Representative, 8th District.

I represent Kennewick, Richland, and West Richland, and the Hanford site. They're all a part of my district. I'm here to speak on behalf of the Millennium Bulk Terminals. We need that project. We need to proceed. Building it would be providing family-wage jobs in the communities that desperately need family-wage jobs.

All of our communities across the state such as Longview need family-wage jobs. The reason for that is with family-wage jobs those people can go out and buy homes, cars, appliances, durable goods. And they can also put their kids in school. And also with those purchases of those durable goods, that recycles money back into the community and grows the community economically.

We are one of the most heavy trade dependent states in the United States. Forty percent of our economy in this state is dependent upon international trade. This will help boost that trade and also to make sure that we have a vibrant trade economy going into the future. And Millennium Bulk Terminal during its construction phase will have over 2,600 jobs. It will have 300 direct and indirect jobs once the facility is completed permanently in the community of Longview.

The local economy will have $43 million tax revenue going into the Longview area as well as the county during construction, $2.2 million post construction on an annual basis. There is no doubt about the economic development that will occur. And the benefits of that will occur in the Longview area, but it will also help the communities.

Thank you so much.

Submission Number: ***TRANS-PASCO-M1-00007***

Received: 6/2/2016 12:00:00 AM
Commenter: Brad Klippert
Organization: Washington State Representative, 8th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello, ladies and gentlemen. I'm representative Brad Klippert from the 8th District. And I want to thank you very much for this opportunity to come before you today. I'm extremely thankful and very, very supportive of what Millennium is doing in Washington state, investments they're making.

When polled across Washington state, the cities in Washington state were asked, What is the very most important thing to you -- in the next election cycle, what is the most important thing to you? The citizens of Washington state said over and over again, The jobs. We want jobs, family-wage jobs. We don't want another government program. We want a job to support our family and go to work. And Millennium is helping to make that happen. They're answering the need for Washington state.

One of the major problems with the United States right now in terms of the money issue is the trade deficit. We are importing much too much and exporting much too little. Millennium is trying to make a change in that. They are trying to help us increase exports.

As a member of the rail caucus in our state legislature, I've gone to British Columbia to see what they're doing in exporting coal. What they're doing is fantastic. They're doing a good job. And we think if we don't do it here it's not to going happen.

No, it's going to be our neighbors to the north who will do it. We're not going to stop them by saying no to the Longview project. We'll say, You get those revenues, you get the jobs, we don't want them. If you truly care about the citizens of Washington state, you will support this because it's going to create jobs for our citizens, it's going to increase revenue.

And the people who are saying, How are we going to pay for those (inaudible)? How are we going to increase more money to educate our children? Here it is. More revenue for our state, more jobs. This is a win, win, win proposition. I totally support it and I ask you to do the same.

Thank you.

Submission Number: ***TRANS-PASCO-M1-00006***

Received: 6/2/2016 12:00:00 AM
Commenter: Mary Dye
Organization: Washington State Representative, 9th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Good afternoon. My name is Mary Dye. I'm the state legislator from the 9th District. However, since before I was elected to the House, my husband and I supported our family by farming wheat in Pomeroy. We are 100 percent export dependent. From wheat to potatoes, we feed Asia and beyond.

Our customers expect their products to be shipped on time and with consistent quality. You know, our forefathers built the shipping infrastructure so we can enjoy the quality of life and productive activity.
By 2050, 89 percent of the world's population will live in cities fully dependent upon the efficiency of our shipping. Growing up in the '70s futurists predicted the dire consequences from the population (inaudible) coming out of Asia. And now it's global warming.

We all demand the same solution: Stop private and industrial development. This Draft EIS places an insurmountable burden on the creative, talented, and the industrious to remedy the problem in emerging nations where they try to import our technology without (inaudible) the impact on the environment and the world.

If greenhouse gas emissions requirement of the DEIS is imposed on these terminals, all of the industries fall under this precedent and we'll be unable to feed and fuel the world. The precedent will hamstring all exports and in Washington and in the Northern Territory of the U.S.

I'm asking you to remove this new threat and treat Millennium as we've always treated other proposed export terminals and do not pass a requirement on Millennium to eliminate the greenhouse gas emissions beyond the boundaries of the terminal itself.

Thank you very much.

Submission Number: ***TRANS-LV-M1-00051***

Received: 5/24/2016 12:00:00 AM
Commenter: Paul Harris
Organization: Washington State Representative, 17th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Good afternoon. My name is State Representative Paul Harris, and I'm the 17th District out of Vancouver, Washington. I sat on the Environment Committee for four years. I no longer do, but I was highly involved for four years on the Environment Committee. And along with that I decided to go to Gillette, Wyoming, and to take a look at the export -- actually to take coal out of the ground. I'm not that familiar with the process until I got there. I'd heard a lot of information on coal dust, on -- and I had assumed when I would go to Gillette that I would see a lot of coal dust, to be honest with you. They've been pulling coal out of the ground there for over 100 years. It's been on the trains for 100 years, so I would assume that I would see quite a bit of coal dust. Got off and walked the train tracks for about a mile, was skeptical, took a shovel, did some digging. I was just shocked that there was actually corn and everything else growing along the railroad tracks, and I honestly could not find really minimal, minimal coal dust. And I had been told that coal is flying off these trains. So that was one of the things that eased my concerns. I was also amazed at how they extract the coal in Wyoming. It's completely different than many other places throughout the world. Much safer, much cleaner, and the coal there is much harder than the other coal that if this is stopped that would be used in other parts of the world. So it's a little bit better coal. I would hope that we'd keep an open process. As we look at the Co2 emissions in the state of Washington, if we were really to go after Co2 emissions, the largest emitters are actually grain, the railcars of grain. The methane gas that is fed to the cattle is ten times worse than what the coal is. Thank you very much.

Submission Number: ***TRANS-LV-M1-00003***

Received: 5/24/2016 12:00:00 AM
Commenter: Brandon Vick
Organization: Washington State Representative, 18th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Absolutely. My name is Brandon Vick, I'm a State Representative from the 18th District in Clark County, Washington, just south and east of here as well.

First of all I wanted to say thank you for taking the testimony. And as far as Millennium is concerned, thank them for being a good community partner. Not only are they taking care of their employees and their property, but if you've been around this area noticing the events they've been involved in and sponsoring over the last three years, great job to them.

I'm here today for a number of reasons. First, the District used to represent part of Cowlitz County, but being from Clark County, jobs are very important. You know, the state unemployment rate is somewhere around 5.8 percent, if you don't count underemployed and folks who stopped looking.

And when you get down here into Cowlitz and Clark County, you're talking about a number that's 25 percent higher. So good paying jobs are very important. And this project proposes to bring quite a few good paying jobs to the area.

Of those, 2,650 direct and indirect jobs are in construction and 270 direct and indirect jobs after. These jobs promise to pay in excess of what the average wage is here in Clark County, and we're very happy to see those coming our way.

Why would someone from Clark County be interested in that? Well, about a third of those jobs are predicted to come to an area that is outside of Cowlitz County, Clark County being the biggest benefactor. Whether that be folks working at the site, driving truck, providing goods and services, that's something we look forward to in Clark County and why I'm here today supporting this project.

It was brought up that air quality and things of that nature should be of our concern, and I agree. In Clark County I live a stone's throw away from the railroad trucks. At least if I were in better shape I could probably throw a stone at the railroad tracks.

And my wife and I raised two young girls in Clark County. Air quality is very important. And that's why I appreciated

seeing that the air quality standards set forth by our government are not going to be exceeded with coal dust or diesel emissions through this project. This is a project that I support and I hope you do, too.

Submission Number: ***TRANS-LV-M1-00047***

Received: 5/24/2016 12:00:00 AM
Commenter: Liz Pike
Organization: Washington State Representative, 18th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

EVENT HOST: Thank you. And our last official for the three o'clock hour, Liz Pike, Washington State Representative. MS. PIKE: Good afternoon, Ladies. I am a conservationist. I'm also an environmentalist. I'm an organic farmer on two acres in Firm Prairie, about an hour's drive from here. And my Shangrila Farm is a completely sustainable farm. We use bio-dynamic farming practices. So as a State Representative I walk the talk in my daily life and how I feed my family. I'm also a member of the House Environment Committee, and have been so for the last four years in Olympia where we are seeped in greenhouse gas policies. The Governor's current plan to force a massive evaluation of the entire trip from Longview to its Asian destination is absolutely unwarranted. Imagine if we treated every commodity that leaves Washington state the same way that the Governor's plan wants to treat clean coal from our Wyoming brothers and sisters a few states away. A ten-year Subaru lease at the Port of Vancouver equals 817,000 vehicles imported from Asia every year to the Port of Vancouver. Does that mean that if the Port of Vancouver was going to build a new import facility to accommodate these 817,000 Subarus that we would demand that they do an environmental impact study 0097 that accounted for all of the greenhouse gas emissions of all of those 817,000 Subarus? Now let's talk about Boeing. Boeing makes 42 737s a month at its Renton plant. That's about 1.4 planes a day. Imagine if we use the same calculation for Boeing and measured all the greenhouse gases of the life of those airplanes. Millennium needs to be treated fairly. EVENT HOST: You'll have to wrap up. Thank you. I'm going to give a final warning on the audibles, which are against the ground rules, and we will have to take a break after the next one. I'll let you know as well that at four o'clock the open house remains but we will have a break in the public comment area. So I appreciate your cooperation. Next speaker?

Submission Number: ***TRANS-LV-M1-00016***

Received: 5/24/2016 12:00:00 AM
Commenter: Brian Blake
Organization: Washington State Representative, 19th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

EVENT HOST: Thank you, Mr. Senator. Could we call some additional numbers, Cesar, and then after that we'll call for Brian Blake, Representative, Washington State. Thank you, sir. You'll have two minutes. MR. BLAKE: Brian Blake, State Representative, 19th District. Thanks for having the hearing. This is something I've been following closely. I have not read the entire EIS, Draft EIS. It is a draft, and so I'm going to be around kind of listening to comments throughout the hearing. I would like to say, the parts that I have read about I'm pleased to hear that there will be no impact to the sports fishing industry and the commercial fishing industry on the river. Those are very important to the economy here in Cowlitz County and the lower Columbia River. I think that as I've been in office now for 14 years, when I came in the big deal was the deeper draft project and it was to go to 43 feet so that we could increase both imports and exports here in the lower Columbia region. And I was grateful for the strong support from our congressional delegation back then to increase that draft. And I think there isn't a politician out there that hasn't fought for family wage jobs. And it sounds to me like these are family wages jobs that we're talking about. So I'm hopeful with the support of the congregation and the community that those jobs will be considered. There are impacts in the area, and we'll see if the proponents can mitigate those or avoid those, and I'm looking forward to listening to further commentary on this Draft EIS. Thank you.

Submission Number: ***TRANS-LV-M2-00078***

Received: 5/24/2016 12:00:00 AM
Commenter: Ed Orcutt
Organization: Washington State Representative, 20th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: We have Ed Orcutt, Washington state representative up next.

MR. ORCUTT: Thank you. I'm Ed Orcutt, state representative from the 20th district. I reside in Kalama. I'm here in support of the DEIS and in support of the project in general. I've heard a lot of people talk about coal dust coming off of the trains in Kalama. I live in Kalama. I have an office in Kalama.

In fact, on the way home from work today before I came here tonight, I saw a coal train. So people say that, you know, we don't want coal trains coming through our communities. They're already coming through our communities. And there is no coal dust coming off of those.

Since the argument came up about coal dust several years ago, every time I see a coal train I look. I make a point to look and there is no dust coming off those. Millennium may be an outside company, but they are going to bring jobs to this region. They are going to be a huge wage payer to the people in this area.

They are going to use businesses -- many different kinds of businesses in this area as support for what they do. They're going to be a huge taxpayer. They are going to support our fire districts, our school districts, county, our state.

And all of those local governments and state governments are saying they need more revenue. This is the way to do it without raising taxes on people. There are strong environmental protections. The Department of Ecology, they have been working with the Department of Ecology on cleanup, millions of dollars cleaning up the Reynolds site already. And I know they will have to adhere to the strong environmental standards.

What I'm asking you to do here tonight is to figure out a way to say yes to jobs. There is a way we can move this forward. It's easy to come in and say no don't do this. There's this problem or that problem. Figure out a way to say yes that Millennium will say yes and come here, will be a wage payer and taxpayer.

Thank you.

Washington State Senate

220 John A. Cherberg Building
P.O. Box 40449
Olympia, WA 98504-0449

Senator Annette Cleveland
49th Legislative District

Annette.Cleveland@leg.wa.gov
Phone: (360) 786-7696

June 1, 2016

Sally Toteff, Director
Southwest Regional Office
Washington State Department of Ecology
300 Desmond Drive SE
Lacey, WA 98503

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

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

To Whom It May Concern:

I am a proud daughter of a longshoreman. Work along the Columbia River in Longview and Vancouver allowed my father to support our family. We are not unique. Hundreds of other men and women in Washington State make their living loading and unloading cargo from vessels on the Columbia River. It is critical to me that we, as a state, are able to preserve these jobs and grow our trade economy.

Obtaining timely decisions on proposed maritime-related project permits is essential to attracting the investment needed to build these projects. I fully support providing the community with the information necessary to consider a project; and the chance to voice its opinion. However, I am concerned about allowing the regulatory process to be used to impede progress toward a decision on the necessary permits for a project.

I appreciate that the Department of Ecology and Cowlitz County have carefully and completely considered the Millennium Bulk Terminals project in Longview. The release of the draft environmental impact statement (DEIS) represents an important step in the evaluation of this project. While I wholeheartedly support pursuing fully our due diligence, I am disturbed that it has taken over four years to get to this point.

I am fearful that other potential projects to come will look at this process and will be discouraged from investing the time and resources to pursue the needed approvals for their future projects.

Project applicants and the public have a right to a timely decision on whether the project meets the legal requirements needed for a permit. Now that the DEIS has been issued for Millennium, and an extensive opportunity for public comment has been provided, I urge you to demonstrate that our state is willing to provide certainty by issuing a timely final review and permit decision on the applications submitted for this project.

Jobs, and the families along the Columbia River supported by these jobs, depend on this certainty.

Sincerely,

Annette Cleveland

Annette Cleveland
State Senator, 49th District

cc: Maia Bellon
Keith Phillips

From: Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Sent: Tuesday, June 14, 2016 8:23 AM
To: Pace, Erin
Subject: FW: Letter regarding Millennium
Attachments: Picture (Device Independent Bitmap) 1.jpg; Picture (Device Independent Bitmap) 2.jpg

Categories: Orange Category

Submitted by June 13

From: Toteff, Sally (ECY)
Sent: Monday, June 13, 2016 8:18 PM
To: Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Subject: Fwd: Letter regarding Millennium

Sent from my iPhone

Begin forwarded message:

From: "Braun, Sen. John" <John.Braun@leg.wa.gov>
Date: June 13, 2016 at 8:12:10 PM PDT
To: "'sally.toteff@ecy.wa.gov'" <sally.toteff@ecy.wa.gov>
Subject: Letter regarding Millennium

Sally Toteff
Director, Southwest Regional Office
Washington State Department of Ecology
300 Desmond Drive SE
Lacey, WA 98503

Director Toteff,

Southwest Washington needs family-wage jobs. The unemployment rate for the state is currently 5.8%, but the rate in Cowlitz County is over 25% higher. Neighboring Lewis County is experiencing an even greater unemployment rate at 8.4% - more than 45% above the state average. While Seattle and Portland have plentiful job opportunities, people in other parts of the state have been left behind.

The Millennium Bulk Terminals-Longview draft environmental impact statement details benefits that the terminals will bring to our community. The project will create thousands of new jobs - 2,650 direct and indirect jobs during construction and 270 direct and indirect jobs during operation. These are family-wage jobs expected to be well above the average wage in Southwest Washington.

While these jobs will certainly benefit Longview, they will also provide much-needed employment for the rest of the region, including both Cowlitz and Lewis Counties. Over one third of the jobs created by Millennium are expected to go to people in neighboring counties.

Our region has already waited too long for a decision on the Millennium project. It has been more than four years since Millennium submitted applications for permits for this project. While it is disappointing that the process has taken this long, the release of the draft environmental impact statement will clear the way to making a final decision on these permit applications.

I urge both the Department of Ecology and Cowlitz County to move swiftly to complete review of this project. Our community is entitled to the growth and opportunity Millennium can provide.

Sincerely,

Senator John Braun
20th Legislative District

To sign on to my e-mail newsletter updates: http://johnbraun.src.wastateleg.org/newsletter/
To follow legislation: http://apps.leg.wa.gov/billinfo/
To schedule a tour of State Capitol: http://www.leg.wa.gov/legislature/pages/visitingthelegislature.aspx
To leave a message on Hotline: Call 1-800-562-6000

Submission Number: ***TRANS-SPOKANE-M1-00022***

Received: 5/26/2016 12:00:00 AM
Commenter: Mike Baumgartner
Organization: Washington State Senator, 6th District & Senate Commerce and Labor Committee Chair
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
EVENT HOST: Mike Baumgartner, Washington State Senator.

SPEAKER 22: Good afternoon. My name is Michael Baumgartner, Senator for the 6th District here in Spokane and chair of the Senate Commerce and Labor Committee.

I'm here to testify in support of the terminal. Our state needs good blue collar jobs and, even more importantly, it needs the revenue that those jobs and this economic growth will contribute to our state's budget. We need more funding for education, we need more funding for mental health, we need more funding for public safety. As the former vice-chair of the Senate Ways and Means Committee, I can tell you that our state needs every dollar we can find for the critical aspects of our state's government, and I think the job growth that will come from this terminal will be tremendous in that respect. So this is a very, very, very important issue.

As the most trade in state in the country, this is a fantastic opportunity to invest in the critical infrastructure that can help our budget situation not only in the near term but in the future.

So, please, say yes to jobs, say yes to education funding, say yes to mental health services, and say yes to increased public safety. Thank you.

Submission Number: ***TRANS-LV-M1-00019***

Received: 5/24/2016 12:00:00 AM
Commenter: Ann Rivers
Organization: Washington State Senator, 18th District
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

We've got Ann Rivers, Washington State Senator. You'll have two minutes. SENATOR RIVERS: Thank you. Thank you so much for holding this hearing today. I'm deeply appreciative. I gave birth to one of my children here in Longview. I raised my family for a time here in Longview. I have deep and abiding roots in this community that remain strong, though I live down in La Center now. And it is from that point of view that I share how much I care about this project, because I care very deeply about the people in Longview who would like nothing more than a job. These are people who care about water, who care about a clean environment, and they care about putting food on the table. And so I encourage you to move forward. I was particularly pleased in the EIS at the finding regarding coal dust. There's been much fear mongering about the residual dust blowing off the trains as they go through. So I was pleased to see that the science does not support this fear mongering. Thanks again for giving me the opportunity to address you and I ask you to move forward with due haste on this project.

Submission Number: ***TRANS-LV-M1-00075***

Received: 5/24/2016 12:00:00 AM
Commenter: Dean Takko
Organization: Washington State Senator, 19th District
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

SENATOR TAKKO: Thank you for having the hearing today. You know, the point of the hearing is to give testimony on whether the Draft EIS addresses all the problems that need to be addressed, and I think that my reading of it, with some exceptions that I'd like to get into, but with two minutes I don't think I can so I'll do them in writing. It's supposed to be that, not whether you support the thing or not. So with that said, I do have some frustration over what has happened in the last few years. The first thing I'd like to address is just how long this process has taken. You know, as a senator or a public official that should be concerned about bringing industry and jobs to this state, and particularly in our childrens community, it just bothers me that this thing has been going on for, you know, three years to this point. We should have a process, permitting process that is much speedier than this and get an answer either yes or no. I know that business, they care about whether the answer is yes or no, but they also want it to be expedited and know what that is as soon as possible. And so this just frustrates me that we've drug this on this long and without a doubt it will drag on for another year or two or three, God only knows. The other frustration I have is, as this thing went on, we needed to improve the intersection of State Route 433 and 432, and it has nothing to do with coal. We have been working on this as local officials and State officials for years, long before Millennium ever came. And yet there are those who are actively trying to slow down the process of fixing the intersection the 432 and 433 and get grade separation. We need it now for safety and we need it in the future. Whether Millennium is here or not. So thank you for letting me get a little bit of my frustration of how things have gone off my chest and the other things I will put in writing and submit. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003389***

Received: 6/14/2016 12:45:10 AM
Commenter: Mary Throne
Organization: Wyoming House of Representatives, Minority Floor Leader
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Millennium Bulk Terminals EIS c/o ICF International 710 Second Avenue, Suite 550 Seattle, WA 98104 RE: Millennium Bulk Terminals-Longview Proposed Action – Public Comment Dear ICF: The Millennium Bulk Terminals-Longview, LLC (Millennium) is proposing to design, build and operate a marine terminal for export of coal in Cowlitz County, Washington. I am the Minority Floor Leader in the Wyoming House of Representatives and have served in the legislature since 2007. I am submitting the following letter in support of the project. As lawmakers and citizens, it is our responsibility to ensure the Millennium project and high paying jobs it creates are given a fair and reasonable review through your process. In Wyoming, we have a long history of developing our resources in an environmentally sustainable manner that has produced good paying jobs for our state. We long ago rejected the false jobs vs. environment narrative. I believe the Millennium project can move forward to build a secure and healthy long-term future for the region and its families, without sacrificing commitment to environmental protection at home or abroad. Coal is a reliable and economically efficient energy source that will continue to be used for decades. The Department of Energy's Annual Energy Outlook 2015 predicts U.S. coal production could potentially increase 60 million tons by 2040. Wyoming itself produced over 375 million tons of coal last year, and the financial contribution to state and local governments in the form of taxes, royalties and fees was approximately $1 billion. Wyoming's share of federal mineral royalties – royalties paid to mine the leased coal - was over $200 million. These revenue streams pay for K-12 school construction, highways, social services and higher education construction and operational funding. As a strong supporter of union members and railroad employees, I know the frustration that delays in projects such as these can create for communities who need these jobs the most. Regulatory delays stifle the creation of unionized jobs, particularly in the marine, port, rail, and building trade-related industries. These bulk multi-commodity export projects, with ongoing operations, feeder rail lines and other services, will provide just the stimulus needed to get many of these people back to work. Two members of my caucus, Representative Ken Esquibel, Minority Whip, and Representative Stan Blake had the opportunity to participate in a tour of port facilities in Washington State that put into perspective the need to make the right decisions regarding our region's future, particularly when it comes to trade. Their tour of the Port of Seattle and Millennium Bulk Terminals in Longview, Washington represent two vital regional infrastructure hubs directly tied to the fate of Wyoming's – and the entire Pacific Northwest's – economic future. We are a region dependent on the northwest corridor trade infrastructure to survive. After having seen the project in person, it was clear to my colleagues that Millennium should be given the regulatory approval to proceed with the rehabilitation of the existing shuttered site to allow for a new use as a coal port terminal. Wyoming has been an international leader in being a good steward of the environment in the development of our natural resources. The Powder River Basin of Wyoming has become the largest coal-producing region in the country and through the application of strict air quality controls and careful monitoring has maintained air quality in the region even with dramatic increases in coal production. The Powder River Basin is in attainment for particulate and other criteria pollutants, despite arguably being the most industrialized region of our state. Trains cross our state every day and travel through our communities without any adverse impacts due to coal dust from rail transportation. Included in Wyoming's efforts to protect the environment, we have been a leader among states for clean coal research to ensure we will continue to be environmental stewards of our natural resources and their use. For example: • New developments are expected in Integrated Gasification Combined Cycle (IGCC) technology to further enhance the efficiency of coal-fired generation. • The University of Wyoming School of Energy Resources is doing research to understand carbon capture and sequestration (CCS) processes. • In 2012, the Wyoming State Legislature directed $10 million to the University Wyoming School of Energy Resources for clean coal research. • Since 2007 almost $41 million has been awarded by the Clean Coal Task Force for research in areas such as development of new technologies that reduce emissions from coal, integration of carbon capture technologies, and pilot-scale demonstrations of emerging technologies. The review

of this project must consider the bigger picture for our region, country and the world. The importance of reliable, safe, and effective transportation and trade infrastructure to meet the demands of our region's businesses is of the utmost importance. Port expansion projects that will enhance infrastructure and business activity produce jobs and economic growth and increase the country's global competitiveness. Millennium is proposed on a brownfield site that could benefit from redevelopment. Families across the region will benefit from the good job opportunities created by increased trade from the port. The Draft Environmental Impact Statement does not identify any impacts justifying rejection of this substantial economic opportunity. The right policy decisions today will secure investments for a better future for the entire region from the eastern plains of Wyoming to Cowlitz County. Thank you for considering these thoughts on the Millennium project. I am more than happy to provide additional information or answer questions you may have. Respectfully, Representative Mary Throne Minority Floor Leader Wyoming House of Representatives Cheyenne, Wyoming

SELECT COMMITTEE ON FEDERAL NATURAL RESOURCE MANAGEMENT

June 8, 2016

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

RE: Millennium Bulk Terminals-Longview Proposed Action – Public Comment

To Whom it May Concern:

The Wyoming Legislature's Select Federal Natural Resource Management Committee appreciates the opportunity to provide comment on the Draft Environmental Impact Statement for the Millennium Bulk Terminals-Longview (Millennium) project prepared by the State of Washington and Cowlitz County. The Millennium project would revitalize an industrial area along the Columbia River and develop it into a port facility that could export up to 44 million metric tons of coal each year to markets across the Pacific Ocean. The Committee emphatically supports the expeditious completion of this project.

The Millennium project has the potential to help revitalize the Wyoming economy. Wyoming mines produced more than 375 million tons of coal last year, and the financial contribution to state and local governments in the form of taxes, royalties and fees was approximately $1 billion. Wyoming's share of federal mineral royalties – royalties paid to mine the leased coal - surpassed $200 million. These revenues fund large scale transportation projects, K-12 School Capital Construction projects, social service programs and higher education needs in our state. However, with demand for coal currently depressed, these revenues are on the decline. The Millennium project would

SELECT COMMITTEE ON FEDERAL NATURAL RESOURCE MANAGEMENT
213 State Capitol • Cheyenne, Wyoming 82002
TELEPHONE (307)777-7881 • **FAX** (307)777-5466 • **E-MAIL** lso@state.wy.us • **WEB SITE** http://legisweb.state.wy.us

provide a new avenue for Wyoming coal to make it to market and help strengthen Wyoming's economy.

The Millennium project will benefit the local community as well. The project will likely generate more than $102 million in state and local tax revenue for Washington State and Cowlitz County over a 30-year period and result in more than 2,600 direct and indirect construction jobs, as well as 300 permanent jobs. The port expansion project has received considerable support from organized labor, small businesses, agriculture, and larger state business groups. The project would revitalize an industrial brownfield site, in a smart fashion, to expand trade capacity, provide jobs, and boost long-term economic growth that protects the financial security of families and the local community.

The Committee is alarmed that the Draft Environmental Impact Statement proposed a carbon offset requirement on the project to obtain approval. Firstly, the Millennium project may not increase global greenhouse emissions in any significant way because the coal exported through Millennium to foreign markets may displace coal that would have been mined and used in the those foreign markets. Secondly, the Draft Environmental Impact Statement does not show that the maximum amount of possible coal exported from the Millennium project would appreciably increase global warming even if the project does increase global greenhouse emissions. Thirdly, the proponents of this project indicate such a requirement could cost upwards of $25 million to the project. It is unreasonable to force the Millennium project to address cumulative lifecycle greenhouse gas emissions, including the purchase of offset credits for up to 1.3 million tons of carbon dioxide that will be emitted annually halfway across the world when utilized for electricity generation. We are aware of no precedent for such a requirement of studying the carbon impact from the lifecycle of a shipped product. In fact, it is difficult to find a single port facility project that has ever been required to do such an analysis for shipping materials such as heavy machinery, wind turbines, cars, medical equipment, airplanes, technological equipment, microchips, hybrid batteries or agricultural products. Our government should not treat coal differently.

Thank you for considering our comments supporting the Millennium project.

Sincerely,

Representative Norine Kasperik and Senator Eli Bebout, Co-Chairmen