General Public Part 2

Submission Number: ***MBTL-SEPA-DEIS-0001323***

Received: 5/26/2016 7:01:46 PM
Commenter: Eric Brandjord
Organization:
State:

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

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001771***

Received: 6/2/2016 4:51:37 PM
Commenter: Kristen Brandt
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0001558***

Received: 5/31/2016 5:08:41 PM
Commenter: Marie Brandt
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000901***

Received: 5/24/2016 5:03:10 PM
Commenter: Anita Brannen
Organization:
State:

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

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it's time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***MBTL-SEPA-DEIS-0000426***

Received: 5/17/2016 6:47:51 PM
Commenter: debbie brantley
Organization:
State:

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

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0000908***

Received: 5/24/2016 5:07:11 PM
Commenter: Marjorie Brantley
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002279***

Received: 6/9/2016 4:48:46 PM
Commenter: Kyle Brantz
Organization:
State:

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

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0002571***

Received: 6/13/2016 1:00:59 AM
Commenter: Cynthia Bratz
Organization:
State: Oregon

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

Submission Text

As an environmental engineer (licensed in WA, OR and ID), I have read (done my due diligence) all the current climate assessment reports (IPCC AR5 and the National Climate Assessment being the latest), along with reports by Oregon Climate Change Research Institute and UW Climate Impacts Group. There is consensus among climate scientists worldwide that we cannot burn all known fossil fuel reserves and retain a planet with anywhere near the natural resources we have now. To imagine the Northwest without snow (this is projected by the end of this century!), increased drought and wildfire, water supply problems to people, a high extinction rate. And not even for the benefit of the American people. This is to sell coal (the dirties of all fossil fuels) to China (and others?) to make money for the fossil fuel industry. I can't believe we're even considering this! We must leave fossil fuels in the ground. We are already seeing serious effects from climate change. Atmospheric concentration of greenhouse gases is currently >400 ppm (the safe concentration is 350 ppm), and these gases will remain in the atmosphere for hundreds of years. Climate change from human emissions of greenhouse gases is not reversible within the human timescale. Many cities and utilities west of the Cascades (where I work) are gravely concerned about this and feel that they don't have control over their own destiny in this regard. The draft EIS clearly states the impacts from climate change for the proposed alternative. We Americans cannot in good conscience allow facilities like the Millennium Bulk Terminals be built and proceed to operate. The climate impacts alone are sufficient to justify a strong NO. Climate impacts would increase the risk of wildfire and flooding to a large degree along the Columbia River Gorge and all areas, particularly west of the Cascades. Additional impacts include exposure to metals and toxics from coal dust - these would be significant impacts to fish and aquatic life, wildlife, and particularly to humans. I support the NO ACTION alternative for the Millennium Bulk Terminals.

Submission Number: ***MBTL-SEPA-DEIS-0001004***

Received: 5/24/2016 6:01:03 PM
Commenter: Roberta Brauer
Organization:
State:

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

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0002896***

Received: 6/13/2016 3:03:07 PM
Commenter: Amy Braun
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000258***

Received: 5/10/2016 6:12:33 PM
Commenter: Bobby Breece
Organization:
State:

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

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0002103***

Received: 6/7/2016 5:02:25 PM
Commenter: Toney Breen
Organization:
State:

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

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002104***

Received: 6/7/2016 5:03:13 PM
Commenter: Toney Breen
Organization:
State:

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

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0001871***

Received: 6/2/2016 6:21:48 PM
Commenter: Jessica Brehe
Organization:
State:

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

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001872***

Received: 6/2/2016 6:21:48 PM
Commenter: Jessica Brehe
Organization:
State:

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

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000888***

Received: 5/24/2016 4:51:06 PM
Commenter: Padey Brett
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied get on with it already. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001846***

Received: 6/2/2016 5:58:29 PM
Commenter: Belinda bretz
Organization:
State:

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

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Brewer, Barry (2421)

Submission Number: ***MBTL-SEPA-DEIS-0002421***

Received: 6/9/2016 6:24:13 PM
Commenter: Barry Brewer
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002912***

Received: 6/13/2016 3:08:24 PM
Commenter: Thomas Brewer
Organization:
State: Montana

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002657***

Received: 6/13/2016 12:26:42 PM
Commenter: Janice Breyer
Organization:
State: Montana

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002662***

Received: 6/13/2016 12:32:04 PM
Commenter: Janice Breyer
Organization:
State: Montana

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002775***

Received: 6/13/2016 2:17:17 PM
Commenter: Monica Breyer
Organization:
State: Montana

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000539***

Received: 5/19/2016 5:43:02 PM
Commenter: Timothy Brickell
Organization:
State:

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

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***TRANS-LV-M2-00024***

Received: 5/24/2016 12:00:00 AM
Commenter: Mike Bridges
Organization:
State: Washington

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

Good evening. Thank you for the opportunity to comment this evening. For the record my name is Mike Bridges (phonetic). I live at 252 Tanglewood Drive, Longview, Washington, about ten minutes from the proposed dike.

I'm here on behalf of the Longview/Kelso Building Trades Council representing 4,000 construction workers that live in Cowlitz and Wahkiakum Counties.

I would like to talk to you about why we are excited about this opportunity in our community. We believe the Draft EIS is very thorough and complete. We are excited, but not surprised, to see that the proposed project by Millennium Bulk Terminal will meet all of Washington's strict environmental rules and standards.

Our council believed that over three years ago when we signed the Project Labor Agreement with Millennium to build the project with local union workers and also open up opportunities for entry level positions in the building trades through our Save the Art Friendship Programs.

These are opportunities for our local young men and women coming out of high school, our returning veterans through our helmet to hard hat program. And also displaced workers that have been affected by the decline of pulp and paper and timber industries that have built and supported our town for generations.

I have personally been on-site over a dozen times to witness the cleanup and demolition that has taken place over the last three years, which has been done by local union contractors that paid family wages.

For over five years now Millennium Bulk Terminal has demonstrated they are the community partners we need. This is the right project being built by the right people, at the right place, at the right time. Let's get to work.

Thank you.

June 2nd, 2016

B.L.M. Scoping Statement

To Whom It May Concern with the B.L.M.:

My name is Mike Briggs and I own Converse County Auto Repair located in Douglas, WY in Converse County. We are located just 60 to 70 miles due south of the Powder River Coal Basin in Wyoming.

Due to the ongoing energy issues I now live in a town that is afraid. Afraid of more layoffs, afraid of the further drop in local based economy, a fear of more locally owned businesses closing, afraid for our friends and / or neighbors losing jobs, afraid as local business owners that we may also have to lay off employees, afraid of our property values decreasing and much more. In essence towns should not have to live in fear. Nobody openly talks about it, but the fear and concern hangs like a heavy cloud. But, this is not just occurring in my town but many towns across our nation whose economy is based on retrieving our natural resources.

In my small business owners eyes, I see what has become the "perfect storm" causing loss of jobs in the coal, oil, natural gas, uranium and railroad industries. Taxes, relying on foreign oil, public land access, fear of climate change, environmental groups claiming habitat damage, possible change to unproven and unreliable "green energy" and much more has caused this perfect storm. We have been able to weather out numerous boom and bust cycles with gas and oil, but coal has always been the mainstay of our local economy.

Just within the last 6 months our town, with a population of approximately 5000, has seen the loss of 2 fast food restaurants, a car dealership, fuel / convenience store and a number of other oil, gas and coal related companies close their doors. My personal business has seen a large decrease in sales as compared to the same time period the previous year and I have had to lay off one support employee and not rehire another employee for another support position opening. Our normal staffing is 7.5 persons and currently we have 5.5 employed due to loss of local revenue.

We have seen the loss of approximately 500 coal related jobs and countless oil field, railroad, uranium and local business related jobs all within a 100 mile radius of our town. This can be devastating to a state whose total population is only about 300,000. With the state of Wyoming being this country's leading supplier of coal and a major supplier of oil, natural gas and uranium our government should be troubled by the direction it is taking. The loss of revenue for towns, counties, states and the people could be devastating. Not to mention the huge loss of taxes to the local and federal governments paid by the companies and their employees. A loss of local taxes greatly affects our education systems, funding for needed projects and community upgrades such as libraries, justice buildings, road and highway repairs just to name a few.

The current uses of our natural resources is some of the cleanest in the world. The reclamation of the lands in which these resources are taken from is impeccable. Since our current government likes

to play "World Police" maybe they should start holding other countries accountable for their pollution levels which is actually causing an impact. A very possible starting point would be to cut off all the foreign money that we give to these countries. Wouldn't that be a novel idea. No money until they clean themselves up.

As for all this climate change talk. The Earth has been going thru natural climate changes since the beginning of time. There have been notable changes in recorded annual temperatures. The only proper way to judge what is actually occurring with our climate and the use of all natural resources is the need to take a "snap shot" of what has occurred since the beginning of the industrial revolution until now. From read reports that change would be a positive 0.60 degrees temperature increase for the entire earths average. Hmmm...Doesn't seem that much for a 100 year time period. As for Mr. Al Gore and his cronies, to all so called environmentalist groups, to all of the paid traveling speakers of these groups and anyone else that fits this bill....I toss out my B.S. card. The companies that supply our natural resource energies are being responsible and diligent in their efforts to keep it clean, keep it affordable and to reclaim afterwards. How do they think they can build clean energy products without the use of the current energy resources? Does one of them have a magic wand that no one knows about? Coal, gas and oil will burn clean with minimal impact. But what are we going to do with burnt out batteries from hybrid automobiles, broken and worn out windmill parts or damaged solar panels? At least with the natural resource industry if not all of its components can recycled or reclaimed. With oil or coal, enough heat can be produced to melt steel for recycling. Not sure if a windmill or several windmills can create that much energy and heat? Seems to me that Mr. Gore, his buddies and the so called environmental groups are just trying to push a lot of unjustified propaganda on an uniformed public for their own political aspirations.

Lastly I consider myself a sportsman and I am proud of that. I have personally hunted on lands next to mine sites, area of mine sites that been reclaimed, in and around oil fields and even next to oil pump jacks. These lands have been either owned by the B.L.M. or personal property. Never have I personally witnessed any major impact on wildlife or habitat. Actually it can be some of the best to hunt on. I have harvested antelope in the middle of oil fields, and mule deer and elk on or next to reclaimed land from mining. Not none of these animals had 3 eyes, forked tongues, 2 tails, were transgendered or had any other abnormalities. These animals were healthy, plentiful and had very good to excellent habitat to thrive in. No wonder Eastern Wyoming is an out of state hunters dream.

In closing, please take into careful consideration the people, the local and state economies when making further decisions.

Mike Briggs

Owner: Converse County Auto Repair

Douglas, Wyoming

cc: Wyoming Governor Matt Mead / Senator Mike Enzi / Senator John Barrasso

Submission Number: ***MBTL-SEPA-DEIS-0002757***

Received: 6/13/2016 2:12:36 PM
Commenter: Robin Briggs
Organization:
State: Washington

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

I think that the state should deny the permit. Some reasons why I think this: (1) The emissions from burning the coal that would get shipped through this terminal will have an adverse effect on our climate, and on the ocean acidity levels. Our ability to produce food on land because of warming, and on the ocean because of rising acidity will be impacted. (2) If our region does not do its part to combat global climate change, other regions will not either, and that would be catastrophic. (3) Trains carrying coal will spread coal dust and other pollution, and have the possibility of causing a major problem in the state that the state will end up having to clean up, because the trains do not carry sufficient insurance against damage. There are many other reasons, but really, this is sufficient. Thanks for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0002918***

Received: 6/13/2016 3:12:10 PM
Commenter: Leroy Bright
Organization:
State: Washington

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

Submission Text

I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matt

Submission Number: ***MBTL-SEPA-DEIS-0000599***

Received: 5/19/2016 6:53:06 PM
Commenter: Scott Brigman
Organization:
State:

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

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

RECEIVED
JUN 06 2016

3 June 2016

MBTL SEPA Draft EIS
c/o ICF International,
710 Second Avenue, Suite 550,
Seattle, WA 98104

Greetings,

We are writing to express our opposition to the proposed construction of the oil/coal transport facility near Vancouver WA. The climate changes due to the increasing CO2 levels in the atmosphere are firmly established. We should be looking for ways to **decrease** our dependence on fossil fuels, not continue to exacerbate the problem. The argument that if we don't ship this coal to Asia someone else will, is a copout. It's time to firmly commit to reducing our fossil fuel usage.

Sincerely,

John Brimhall
Phyllis Brimhall

John and Phyllis Brimhall
2502 Riverside Drive
West Richland WA 99353

Submission Number: ***MBTL-SEPA-DEIS-0000188***

Received: 5/10/2016 3:46:53 PM
Commenter: Frederick Brinlee
Organization:
State: California

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support protecting land and marine habitats, and limiting coal exports to slow global climate change. Please deny the permit to build a coal export export. -Frederick Brinlee

Submission Number: ***MBTL-SEPA-DEIS-0001400***

Received: 5/26/2016 7:46:10 PM
Commenter: Cameron Brisch
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0001816***

Received: 6/2/2016 5:30:42 PM
Commenter: jeff brisch
Organization:
State:

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

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0001692***

Received: 5/31/2016 6:51:57 PM
Commenter: Edward Briscoe
Organization:
State:

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

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0002925***

Received: 6/13/2016 3:16:15 PM
Commenter: Linda Bristol
Organization:
State: Montana

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001999***

Received: 6/6/2016 2:48:41 PM
Commenter: Courtney Brix
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment. Peter Bennet is the best! I support Peter Bennet!

Submission Number: ***MBTL-SEPA-DEIS-0002002***

Received: 6/6/2016 2:50:42 PM
Commenter: Vivian Brix
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0000430***

Received: 5/17/2016 6:51:22 PM
Commenter: Tim Brockett
Organization:
State:

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

I support the Millennium Bulk Terminals export project. This project will create and preserve jobs in Montana and elsewhere in the coal mining industry. I have several friends and relatives that depend upon coal mining to earn their living and support their families. Please do not let us down.

Submission Number: ***MBTL-SEPA-DEIS-0001021***

Received: 5/24/2016 6:11:23 PM
Commenter: Frank Bronski
Organization:
State:

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

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Brooke, Phil (1357)

Submission Number: ***MBTL-SEPA-DEIS-0001357***

Received: 5/26/2016 7:17:17 PM
Commenter: Phil Brooke
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I AM COMPLETELY AGAINST COAL EXPORTS TO CHINA ON THE COLUMBIA RIVER AND LONGVIEW!

Brooks, Kara (2716)

Submission Number: ***MBTL-SEPA-DEIS-0002716***

Received: 6/13/2016 1:37:15 PM
Commenter: Kara Brooks
Organization:
State: Wyoming

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

I am in full support of this project. In light of the recent impact to the coal industry and directly affecting my neighbors, myself and my employer, this would be a wonderful venue for the Powder River Basin coal and the economy of our area as a whole. Please support this project!!!!

Brooks, Kayce (2484)

Submission Number: ***MBTL-SEPA-DEIS-0002484***

Received: 6/10/2016 2:23:51 PM
Commenter: Kayce Brooks
Organization:
State:

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

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0002464***

Received: 6/10/2016 2:12:39 PM
Commenter: Scott Brooks
Organization:
State:

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

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0002730***

Received: 6/13/2016 1:50:46 PM
Commenter: Leah Brothers
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002729***

Received: 6/13/2016 1:49:37 PM
Commenter: Lindsey Brothers
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002736***

Received: 6/13/2016 1:56:22 PM
Commenter: Marshall Brothers
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003036***

Received: 6/13/2016 4:51:16 PM
Commenter: Philip Brotherton
Organization:
State:

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

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! This is an old industrial property being redeveloped. Keep the review to what is normal and factual. Sincerely, Philip Brotherton brotherton6309@comcast.net 98671

Submission Number: ***MBTL-SEPA-DEIS-0000339***

Received: 5/11/2016 2:55:36 AM
Commenter: BOB BROWN
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Brown, Bob (2218)

Submission Number: ***MBTL-SEPA-DEIS-0002218***

Received: 6/7/2016 7:31:27 PM
Commenter: Bob Brown
Organization:
State:

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

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it’s time to let it. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0001777***

Received: 6/2/2016 4:57:45 PM
Commenter: Bobby Brown
Organization:
State:

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

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Written Comments

Written Comments on Millennium Bulk Terminal at LONGVIEW, WA
2JUN16/Rev.2/Craig Brown/Richland, Wash.

The state of Washington has a flawed process in assessing approval of the Millennium Bulk Terminal for two main reasons; 1) Washington state has an obligation to assess and assure the safe transport of legal goods through its borders, and no legal or moral right to try to kill any transport due to end-use (CO2 emissions). 2) The potential harm to the state of Washington implied in the Draft EIS from CO2 from burning Powder River and Uinta Basin coal in China will be non-existent because; a) the amount of CO2 released from all the coal shipped and used to generate electricity over 20 years is trivially small and b) the premise that we can reasonably know what the climate and weather will be like in Washington state 30 years in the future (know enough to do something today to change it) is no more than wishful thinking and has no basis in either science or reality. *Hence, CO2 emissions from the end-use of coal shipped through Washington terminals should have no relevance in the state of Washington decision.*

1. Washington state has an obligation to assess and assure the safe transport of legal goods through its borders, and no legal or moral right to try to kill any transport based on end use (CO2 emissions).

China (and Japan) need affordable, abundant, on-demand electricity today. The coal leaving Washington ports (44 million metric tons (MT)/year) will produce 93 billion kWh of such electricity over 20 years. This is enough electricity for 15 million people [NOTE 1]. It will improve their lives immensely. This is a terrible precedent to set, i.e., having a few state politicians in Olympia start making interstate and global commerce decisions based on their own biases of how the rest of the world should be functioning. What if Canada, Idaho, Oregon and foreign ports stopped all shipments of oil/gasoline to Washington because of its end-use CO2 emissions? How hypocritical can the state be? This position by the state of Washington will undoubtedly harm relations with our overseas trading partners.

2. The potential harm to the state of Washington implied in the Draft EIS from CO2 from burning Powder River and Uinta Basin coal in China will be non-existent.

It is stated in Section 5.8.2 (Climate Change), "Studies have found, …that climate change could result in changes in precipitation, temperature, and storm intensity and could increase risks of damage from flooding, drought, heat waves, winds, and storm surge." This statement is based on 30 independent climate models (CMIP5), "… which assure increased robustness as to level of uncertainty in the direction and magnitude of future climate trends." The IPCC admits that these climate models overestimate [most by a factor of two] the sensitivity of CO2 to warming for the period from 1998 to 2012[1]. How can the Washington Department of Ecology justify using these models to assign future climate and weather harm to the state of Washington when the models prior 20 years are so far off? (*It can't, and to do so is only misleading the state's decision makers and the public.)*

Beyond this, from Table 5.8-5 (page 5.8-14) of the Draft EIS for SEPA report it is projected that CO2e from Powder River Basin coal combustion in Asia could be as much as 27,047,892 MT (metric tons) per year. This is about .09% of the current annual CO2 increase rate in the atmosphere of about 2 ppm. Hence, burning this coal would increase the annual rate from 2 ppm to 2.0018 ppm. (So in 30 years if the total CO2 is 450 ppm, burning this coal would cause it to be 450.1 ppm.), which is obviously insignificant [NOTE 2]. *This will have absolutely no impact on the climate, weather, or bordering seas of the state of Washington.* Just to be clear, the residents of the state of Washington need to be told that any action by the state to stop the burning of coal shipped through the Longview or other Washington State terminals will not reduce droughts, reduce flooding, increase the future snowpack in the Cascade Mountains or reduce the acidity of Puget Sound.

In conclusion, coal to be shipped through Longview will provide 15 million people with low-cost, abundant, on-demand electricity for 20 years. If you look at the numbers, the impact of CO2 emissions from this generated electricity will have no scientifically discernable impact on either Washington state climate and weather.

Thanks for the opportunity to comment.

NOTE 1: Calculation-- 44,000,000 MT coal shipped each year x 20years x (2,115kWh/MT)/6,000kWh/yr for a family of 4 = electricity for 15.3 million people for 20 years.

NOTE 2: Calculation-- (27,047,892 MT CO2 produced each year burning shipped coal / 30,000,000,000 MT produced globally each year) = .0009 or .09% increase in annual CO2 release rate—(2 ppm/yr x .0009) = 2.0018 ppm/yr.

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1 Intergovernmental Panel on Climate Change (IPCC), AR5, Evaluation of Climate Models, pages 769-772, https://www.ipcc.ch/pdf/assessment-report/ar5/wg1/WG1AR5_Chapter09_FINAL.pdf , 2014.

Summary of written Comments presented at Pasco Hearing (June 2, 2016)

Summary of Written Comments on Millennium Bulk Terminal at LONGVIEW, WA
2JUN16/Rev.3/Craig Brown/Richland, Wash.

In my opinion the state of Washington has a flawed process in assessing approval of this shipping terminal for two main reasons;

2. **REASON 1---The potential harm to the state implied in the EIS by CO2 from burning Powder River Basin coal in the Far East will be non-existent. 2 POINTS:**
   1. The EIS states that based on 30 independent climate models (CMIP5) the state of Washigton could suffer, "…. increase risks of damage from flooding, drought, heat waves, winds, and storm surge, etc." The latest IPCC report (AR5) readily admits that essentially all of the climate models overestimate the sensitivity of CO2 to warming at least for the period from 1998 to 2012. (Most by over a factor of two.) How can the Washington Department of Ecology justify using the results from these models to assign climate and weather harm to the state of Washington 30 years into the future when the models for the previous 20 years are already off the rails? Having spent a good portion of my career benchmarking sophisticated and complex computer models (nuclear), to me the statement in the EIS that using "*…multimodel ensemble data of 30 independent models…..assures increased robustness and [reduced] uncertainty…*" is pure gibberish.
2. The CO2e added to the atmosphere from burning this coal in China would increase the current addition rate of 2 ppm/yr by .09%. or from 2ppm/yr. to 2.0018 ppm/yr. (So in 30 years if the total CO2 is 450 ppm, burning this coal would cause it to be 450.1 ppm.) This increase is obviously insignificant. *This will have absolutely no impact on the climate, weather, or bordering seas of the state of Washington.* Just to be clear, the residents of the state of Washington need to know that any action by the state to stop the burning of coal shipped through the Longview or other Washington State terminals will not reduce droughts, reduce flooding, increase the future snowpack in the Cascade Mountains or reduce the acidity of Puget Sound.

1. **REASON 2--The states has a legitimate right to assess and assure the safe transport of legal goods through its borders. It has no right to try to kill any transport based on end use (namely, CO2 emissions). 3 POINTS:**
   1. The coal leaving Washington ports will produce 93 billion kWh of electricity over 20 years. This is enough electricity for over 15 million people. China has over a billion people living on less than $2/day.
   2. This is a terrible precedent to set, i.e., having a few state politicians in Olympia start making interstate and global commerce decisions based on their own world view of how the rest of the world should live. What if Canada, Idaho, Oregon and foreign ports stopped all shipments of oil/gasoline to Washington because of its end-use CO2 emissions? How hypocritical is that?
   3. This position by the state will undoubtedly harm relations with our overseas trading partners.

In conclusion, the state of Washington has neither a valid right nor scientific basis to deny a terminal use permit based on CO2 emissions of end-use coal shipments.

Thanks for the opportunity to comment.

Submission Number: ***TRANS-PASCO-M1-00027***

Received: 6/2/2016 12:00:00 AM
Commenter: Craig Brown
Organization:
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 Craig Brown (phonetic) I'm in Richland. I speak for myself.

In my opinion, the state of Washington has a flawed process in assessing approval of the shipping terminal for two main reasons. One, the potential harm to the state implied by the EIS by CO2 from burning Powder River Basin coal in the Far East will be nonexistent.

Two points: One, the EIS states that based on 30 independent climate models, the state of Washington could suffer increased risks of damage from flooding, drought, heat waves, windstorms, and storm surge, et cetera. The latest IPCC reports AR5 issued in 2014 readily admits that essentially all the climate models overestimated the sensitivity of CO2 to warming for at least the periods of 1998 to 2012, most by over a factor of two.

How can the Department of Ecology justify using the results from these models to assign climate weather harm to the state of Washington 30 years into the future when the first 20 years are so far off? Having spent a good portion of my career benchmarking sophisticated and complex computer models (nuclear), to me the statement in the EIS that using "...multimodel ensemble data of 30 independent models...assures increased robustness and [reduced] uncertainty..." is pure gibberish.

Number two. CO2 added to the atmosphere from burning coal in China would increase current additional rate of 2 ppm per year or .09 percent which is 2.0018. In other words, in 30 years if the total CO2 is 450 ppm, it would be 450.1 if you burn that coal. This will absolutely have no impact on weather, climate or bordering seas in the state of Washington.

Just to be clear, the residents of the state of Washington need to know any action by the state to stop the burning of coal shipped through Longview will not stop any droughts, reduce any floods, increase risks to snow pack in the state of Washington or reduce the acidity of Puget Sound.

Reason 2 - The states has a legitimate right to assess and assure the safe transport of legal goods through its borders. It has no right to try to kill any transport based on end use (namely, CO2 emissions). 3 points:

1. The coal leaving Washington ports will produce 93 billion kWh of electricity over 20 years. this is enough electricity for over 15 million people. China has over a billion people living on less than $2/day.

2. This is a terrible precedent to set, i.e., having a few state politicians in Olympia start making interstate and global commerce decisions based on their own world view of how the rest of the world should live. What if Canada, Idaho, Oregon and foreign ports stopped all shipments of oil/gasoline to Washington because of its end-use CO2 emissions? How hypocritical is that?

3. This position by the state will undoubtedly harm relations with our overseas trading partners.

In conclusion, the state of Washington has neither a valid right nor scientific basis to deny a terminal use permit based on CO2 emissions of end-use coal shipments.

Thanks for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001606***

Received: 5/31/2016 5:43:07 PM
Commenter: Darren Brown
Organization:
State:

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

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. When the trains are loaded in Montana, Millennium puts a liquid coverâ€"like a glueâ€"on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000996***

Received: 5/24/2016 5:56:27 PM
Commenter: Debra Brown
Organization:
State:

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

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0000642***

Received: 5/20/2016 1:37:17 PM
Commenter: Hugh Brown
Organization:
State:

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

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002883***

Received: 6/13/2016 2:58:53 PM
Commenter: Jim Brown
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***TRANS-LV-M2-00044***

Received: 5/24/2016 12:00:00 AM
Commenter: Keith Brown
Organization: Friends of the Columbia Gorge
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 Keith Brown. I'm a board member of the Friends of the Columbia Gorge organization with 5,000 members dedicated to protecting the National Scenic Area. I have comment cards that I would like to hand in.

My wife and I live in Skamania County in the heart of the Columbia River Gorge in the National Scenic Area rated number six for sustainable beauty by the National Geographic Traveler. Millennium's coal terminal would cause unmitigatible harm to the Columbia River Gorge National Scenic Area and a lot of the other areas along the way and in Longview.

I'm a former fire commissioner and firefighter. I've fought fires along the tracks. In the Draft Environmental Impact Statement it indicates that train accidents would increase by 22 percent.

It further indicates that this train traffic would result in a significant adverse impact on rail safety. There's no question if there were a train derailment that it would cause the potential for fires.

Furthermore, the dust coming off of the rail cars causes the tracks to be more unstable with the proposed oil terminals. If we had an oil fire in the area that I live in in the Columbia Gorge, it is not possible to put out that fire.

I would urge that you look at the train rail safety issue in more detail, consider not only the transport of the coal, but also the impacts if there were an oil train derailment.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002203***

Received: 6/7/2016 7:18:54 PM
Commenter: Kim Brown
Organization:
State:

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

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed and help build build good paying jobs here in America.

Submission Number: ***MBTL-SEPA-DEIS-0002523***

Received: 6/11/2016 9:43:06 AM
Commenter: Landon Brown
Organization:
State: Wyoming

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

Submission Text

The overwhelming war on coal must stop. The incessant behavior of this administration to curb one of the most vital natural resources in our country must stop. Wyoming has exported the majority of its coal to the USA for over 50 years and now has the opportunity to share that with the world as wel. We have the cleanest coal in the world, it's only appropriate that it's used instead of the coal that is dirty, filled with sulfur, and pollutes far more heavily than Wyomings coal. Please consider the thousands of men, women, and children that this will affect if it is not allowed to go through! I urge this administration to heavily consider the costs associated with denting this amazing opportunity for Wyoming and the rest of the world.

Submission Number: ***MBTL-SEPA-DEIS-0003100***

Received: 6/13/2016 5:31:39 PM
Commenter: Larry Brown
Organization: Washington Machinists Council
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for considering public comment when making decisions such as this with far reaching consequences for Washington state's economic future. What is at issue here is much more significant than any one project and that is why the Washington Machinists Council is submitting this comment. Washington state needs a predictable, finite review timeline for proposed projects like the Millennium Bulk Terminal. The review process for large infrastructure projects must set reasonable expectations for both investors and our workforce. Currently, permit reviews of infrastructure projects like Millennium can drag on for years. This project has been awaiting approval for more than three years. Such delay sends the troubling message that we are inhospitable to investment and the resulting job creation. We are also concerned because there is a growing movement to resist the repurposing of Washington's industrial sites which is critical to maintaining the family wage union jobs these facilities provide. The Millennium Terminal for example is a former Alcoa plant. This trend toward the deindustrialization of Washington in no way serves the interests of our skilled union workers or our economy. Thanks again for considering our perspective. Larry Brown Legislative and Political Director Washington Machinists Council 9125 15th Pl S Seattle, WA 98108

Submission Number: ***MBTL-SEPA-DEIS-0002704***

Received: 6/13/2016 1:25:12 PM
Commenter: Mark Brown
Organization:
State: Oregon

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001268***

Received: 5/26/2016 6:29:43 PM
Commenter: Michael Brown
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000062***

Received: 5/3/2016 3:49:58 PM
Commenter: Robert Brown
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0000147***

Received: 5/9/2016 1:18:14 PM
Commenter: Tim Brown
Organization:
State:

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

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0001014***

Received: 5/24/2016 6:06:18 PM
Commenter: Tim Brown
Organization:
State:

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

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Brown, Tim (1214)

Submission Number: ***MBTL-SEPA-DEIS-0001214***

Received: 5/26/2016 5:23:31 PM
Commenter: Tim Brown
Organization: Decker Coal Company
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support Millennium Bulk Terminals-Longview in there efforts to build a world class export facility that will generate jobs and tax dollars.

Submission Number: ***MBTL-SEPA-DEIS-0001307***

Received: 5/26/2016 6:54:25 PM
Commenter: Tim Brown
Organization:
State:

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

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough â€" now it is time to move forward with a fair process for permitting. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0002372***

Received: 6/9/2016 5:55:21 PM
Commenter: Tim Brown
Organization:
State:

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

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0003132***

Received: 6/13/2016 5:53:33 PM
Commenter: Tim Brown
Organization:
State:

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

support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Enough with the schedule delays, bring this process to a close. Sincerely, Tim Brown timcpa@bresnan.net 82801

Submission Number: ***MBTL-SEPA-DEIS-0001866***

Received: 6/2/2016 6:13:28 PM
Commenter: Todd Brown
Organization:
State:

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

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0001234***

Received: 5/26/2016 6:09:27 PM
Commenter: Tracy Brown
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001518***

Received: 5/31/2016 4:34:41 PM
Commenter: Todd Browne
Organization:
State:

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

Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0003312***

Received: 6/13/2016 8:22:39 PM
Commenter: Derek Brownson
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001912***

Received: 6/4/2016 11:31:22 AM
Commenter: Elizabeth Brunner
Organization:
State: Oregon

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

Submission Text

I am commenting in opposition to the proposed terminal. As a longtime Oregonian with ties in Astoria, I drive through the Longview area frequently and enjoy stopping to eat occasionally. Were this terminal to be built, you can be sure that I would change my route and drive a different way instead to avoid the coal dust. But it's not just for me. I recommend against this terminal because I do not think it's a smart development step for Longview. Turning Longview into a coal export town will preclude any non-coal related business investment in the town. Then what happens to Longview when the coal export business dries up? You're stuck with an enormous environmental mess and an unlivable community. The DEIS does not adequately consider the economic and reputational risks to Longview and other communities impacted by coal trains and dust. Studies elsewhere have shown real estate values to decline due to increased train traffic, and businesses will not choose to relocate to “coal towns.” The DEIS claims that coal can be exported competitively to Asia, but virtually all of the available data shows that at current and anticipated future market conditions, the project is a bust. And in the meantime, what happens to the quality of life in Longview? The DEIS predicts 19 coal train accidents per year, which is likely an underestimate. Rail and shipping accidents happen (look at Mosier right now) and overloading the system with coal will make them even more likely. The terminal will bring with it a huge coal dust pollution problem. Coal dust from open piles of coal is a huge problem in other places with coal transport. Coal dust coats neighbors’ homes, cars and boats, and the water quality around terminals is bad. In communities that have coal piles, companies are often unreliable in their control of coal dust, and local communities have been forced to bear the cost of cleaning up the problem, monitoring coal dust, or pursuing lawsuits to hold companies accountable. The final EIS should look harder at real world examples of coal dust pollution in terminal communities. There is a reason that other towns in the Pacific Northwest have said no. They know that this proposal is a bad deal for the transport communities and that it will significantly increase greenhouse gas emissions worldwide. Approving this project would be contrary to clean energy and fossil fuel transition policies recently passed in Washington and a step backward for the entire world. Please say no to this proposal. Longview can grow in other ways that will be better for it, and better for the world. The coal transport terminal is a bad deal for Longview and bad deal for Washington.

Submission Number: ***MBTL-SEPA-DEIS-0002957***

Received: 6/13/2016 3:31:42 PM
Commenter: John Bruso
Organization:
State: Wyoming

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

Wyoming has very limited options for selling it's main export, Coal for energy production. As the United States converts to other energy sources, Wyoming needs a sustainable revenues for government services. The clean power plan may cut state revenues by 31-63%. The only state revenue source that has had enough scale to provide all of the necessary services is coal. There does not appear to be a realistic replacement revenue source for this natural resource in our state's immediate future. This 1 coal terminal may very well function as a life-line to the people of Wyoming. For this reason, and with a goal of systematically drawing down coal production as matched by state income diversification over the long-run, the Millennium Bulk Terminals-Longview Proposal should be approved as a 25-50 year long project.

Submission Number: ***TRANS-SPOKANE-M2-00050***

Received: 5/26/2016 12:00:00 AM
Commenter: Carol Bryan
Organization:
State: Washington

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

Hello. My name is Carol Bryan, I'm a 40-year Spokane resident, and I have asthma.

Two days ago I returned from a trip from Pennsylvania to St. Louis, from the Atlantic Ocean to the Mississippi River, following and studying the eastern part of Lewis and Clark's journey and voyage of discovery.

On this trip I learned more than I wanted to learn about American history and about our patterns of connection and power and resource use in America's past and present.

Four repeating patterns are relevant in this discussion about coal terminals in my opinion. The first pattern is displacement of the Americans and anyone or anything that stands in the way of the rich getting richer, corporations seem determined to expand their wealth and control regardless of the impact on people and our planet.

The second repeating pattern is I notice people can be driven to desperate or violent means when government is not responsive to our need for personal or planetary survival.

Your decision affects our daily lives and affects the health of our planet.

The third repeating pattern, many of today's current social ails are a direct results of manifest destiny and westward expansion. And now we are expanding ownership even into the earth, into the air, into the water, into our oceans, and across the oceans at considerable cost to our health and our planet's sustainability.

The fourth repeating pattern I notice is we've always had in our country an (inaudible) ruled by the few. We are increasingly ruled by the powerful landowners, land grabbers, companies who control the natural resources. Thank you.

Bryan, Jeanene (0982)

Submission Number: ***MBTL-SEPA-DEIS-0000982***

Received: 5/24/2016 5:47:40 PM
Commenter: Jeanene Bryan
Organization:
State:

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

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0001918***

Received: 6/4/2016 7:21:13 PM
Commenter: Marykay Bryan
Organization:
State: Washington

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

I am so upset that people are considering moving this type of fuel across the state of WA. It is risking the safety of the people of where ever it travels and not only those problems such as the oil train derailment near Hood River and the train fires that have already been experienced. But why do these people continue to try to make money with these risks. In addition the addition of the air pollution that occurs when ever coal is being used as fuel. Wake up people.

Submission Number: ***MBTL-SEPA-DEIS-0000528***

Received: 5/19/2016 5:31:19 PM
Commenter: aul Bryant
Organization:
State:

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

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001025***

Received: 5/24/2016 6:14:23 PM
Commenter: Fredrick Bubenheimer
Organization:
State:

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

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001524***

Received: 5/31/2016 4:46:07 PM
Commenter: steven bucel
Organization:
State:

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

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0000257***

Received: 5/10/2016 6:10:35 PM
Commenter: Scott Buchanan
Organization:
State:

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

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project’s permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0002951***

Received: 6/13/2016 3:28:41 PM
Commenter: Will Buchanan
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001589***

Received: 5/31/2016 5:29:04 PM
Commenter: Nora Buchholz
Organization:
State:

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

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001178***

Received: 5/25/2016 7:25:34 PM
Commenter: brooke budner
Organization:
State: Washington

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

Submission Text

I believe that a coal export terminal in cowlitz county is a social, and environmental health mistake. It is very important that we as a society pay attention to climate science and do all that we can to slow and re-direct the sectors that are contributing the most to climate change. Building more infrastructure for the coal industry only puts as as a race one big step farther down the road to our own demise. Instead of building coal export terminals we need to be investing in cleaner, healthier, renewable energies. A coal export terminal would also put those who live in the bio-region at health risk due to the likely environmental pollution that would ensue. I am absolutely against this coal export terminal!

Submission Number: ***MBTL-SEPA-DEIS-0001681***

Received: 5/31/2016 6:41:03 PM
Commenter: Toy Buell
Organization:
State:

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

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***TRANS-LV-M2-00003***

Received: 5/24/2016 12:00:00 AM
Commenter: Alana BuffaloSpirit
Organization: Northern Cheyenne Tribe
State: Montana

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

Alana Buffalo Spirit (phonetic), Northern Cheyenne Tribe. I come from southeastern Montana, Tongue River Valley. I've seen the devastation of coal development, strip mining. Don't get me wrong. I'm not against jobs. If I was a coal miner, I would be running to the nearest solar energy workshop and learn a new trade, because it's good to open your mind.

The hardest part is accepting change. Because coal industry production is down and it continues to fall, that's why we were able to stop the Tongue River coal -- Tongue River Railroad, the Otter Creek Coal Mine.

My concern is as a landowner, and a grandmother, and a great grandmother. I have a baby great granddaughter that I am concerned about. I want good clean air for her, good clean water, good land to live on to enjoy life. That's why I'm speaking up.

Because if I don't speak up it's like she'll ask me one day, Grandma, what did you do when you knew about these damage that are going to happen to our land, to our air, and to our places that we call beautiful today. So that's why I speak up.

I am concerned about our environment. And a lot of people are starting to have cancer in south eastern Montana. I heard that coal dust does not fall from the trains? Yes, it does. We've seen it. We see it all the time.

What they don't tell you is that you will have to provide infrastructure like overpasses, underpasses that cost $2 million each plus you will have to have your own insurance.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001905***

Received: 6/3/2016 7:21:27 PM
Commenter: Ed Bukoskey
Organization:
State: Montana

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

Jobs are one of the critical pactors facing this nation. We must keep developing our natural resources, in this case coal, to keep high paying jobs not only in the coal mines but in the constuction of this port. It must go forward and realize the fact that anything proposed these days is challenged legally by some group. Yes, there is free speech but common sense has not been used in their challenge to construction of this port and shipping coal. Foreign countries will fuel their energy needs from somewhere, approve this port, keep good paying jobs in the USA. Let's move on APPROVE the port now. The Crow Tribe needs this project for their benefit also.

Submission Number: ***MBTL-SEPA-DEIS-0002170***

Received: 6/7/2016 6:53:33 PM
Commenter: Dave Bumbaca
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002379***

Received: 6/9/2016 6:00:29 PM
Commenter: Tim Burch
Organization:
State:

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

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***TRANS-LV-Q1-00048***

Received: 5/24/2016 12:00:00 AM
Commenter: Cindy Burchets
Organization:
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 Cindy Burchets (phonetic), and I'm from Kelso, Washington. Lifelong Kelso/Longview person. The same words of promise, not likely and significantly, that the CEO of Millennium gave when he talked about any harm that could come from bringing coal to town are comparable to what I remember them saying when Trojan was first advertising themselves. They said that there would be no significant radiation. I remember that word, significant, ever since. It had a big impact on me. When did my father and grandfather's smoking reach the significant mark in their emphysema and lung cancer deaths? Which pack likely to be decisive of life or death for them? These men were longshoremen, I came from a blue collar family. I have grandsons old enough to work. I would hope that training and education of local workers will lead to manufacturers building and locating here to produce value added products rather than exporting our fossil fuels and natural resources for other countries to enrich themselves. I support no action. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001889***

Received: 6/2/2016 9:56:10 PM
Commenter: Jeff Burckhard
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support the Millennium bulk terminal Longview. I am registering my support of this project and ask that you allow it to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001353***

Received: 5/26/2016 7:14:11 PM
Commenter: Susan Burke
Organization:
State:

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

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â €" it's time to move this proposal forward! It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001554***

Received: 5/31/2016 5:06:28 PM
Commenter: Jay Burkhart
Organization:
State:

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

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0003032***

Received: 6/13/2016 4:46:16 PM
Commenter: Colter Burleson
Organization:
State:

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

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. Thank you for letting me submit my opinions and show my support for the project. Sincerely, Colter Burleson cburleson@archcoal.com 82701

Submission Number: ***MBTL-SEPA-DEIS-0001039***

Received: 5/24/2016 6:27:54 PM
Commenter: Bob Burnham
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0001040***

Received: 5/24/2016 6:28:26 PM
Commenter: Kathy Burnham
Organization:
State:

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

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0002132***

Received: 6/7/2016 5:23:56 PM
Commenter: Robert Burnham
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country including improving our balance of payments with other nations. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002391***

Received: 6/9/2016 6:07:21 PM
Commenter: Robert Burnham
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002463***

Received: 6/10/2016 2:12:02 PM
Commenter: John Burns
Organization:
State:

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

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0000645***

Received: 5/20/2016 1:41:49 PM
Commenter: Susie Burns
Organization:
State:

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

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0003120***

Received: 6/13/2016 5:47:58 PM
Commenter: Wyatt Burns
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible. Sincerely, Wyatt Burns wyatt.burns@gmail.com 59101

Submission Number: ***MBTL-SEPA-DEIS-0001506***

Received: 5/31/2016 2:23:57 PM
Commenter: Joyce Burpee
Organization:
State:

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

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do. Sincerely, Joyce Burpee tnbburpee@comcast.net 98632

Submission Number: ***MBTL-SEPA-DEIS-0001028***

Received: 5/24/2016 6:16:13 PM
Commenter: Vic Burri
Organization:
State:

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

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001599***

Received: 5/31/2016 5:37:25 PM
Commenter: Diane Burright
Organization:
State:

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

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002284***

Received: 6/9/2016 4:51:37 PM
Commenter: Amanda Burton
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation.

Submission Number: ***MBTL-SEPA-DEIS-0000274***

Received: 5/10/2016 6:36:27 PM
Commenter: Greg Butcher
Organization:
State:

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

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete â€" it's time for progress. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0000854***

Received: 5/24/2016 1:05:36 PM
Commenter: Jade Butler
Organization:
State:

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

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you. Sincerely, Jade Butler butler_jade@hotmail.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0000852***

Received: 5/24/2016 12:55:25 PM
Commenter: Michelle Butler
Organization:
State:

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

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough â€" now it is time to move forward with a fair process for permitting. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration. Sincerely, Michelle Butler michellebutler830@gmail.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0000281***

Received: 5/10/2016 6:47:54 PM
Commenter: Norma Butler
Organization:
State:

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

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001831***

Received: 6/2/2016 5:44:56 PM
Commenter: Jason Butt
Organization:
State:

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

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0001812***

Received: 6/2/2016 5:27:27 PM
Commenter: Barbara Button
Organization:
State:

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

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0003192***

Received: 6/13/2016 6:25:54 PM
Commenter: Aly Buxcel
Organization:
State:

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

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop. Sincerely, Aly L. Buxcel abuxcel@archcoal.com 82732

Submission Number: ***MBTL-SEPA-DEIS-0000280***

Received: 5/10/2016 6:46:13 PM
Commenter: Josephine Byrne
Organization:
State:

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

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it’s time to let it. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0000787***

Received: 5/23/2016 4:26:41 PM
Commenter: Am C
Organization:
State:

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

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions and mChina, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. I'll look forward to updates... Sincerely, A m C

Submission Number: ***MBTL-SEPA-DEIS-0002188***

Received: 6/7/2016 7:07:46 PM
Commenter: Nancy Cabe
Organization:
State:

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

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0000384***

Received: 5/16/2016 8:23:28 PM
Commenter: Trish Cagle
Organization:
State:

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

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Cain, Ryan (0090)

Submission Number: ***MBTL-SEPA-DEIS-0000090***

Received: 5/5/2016 9:29:38 PM
Commenter: Ryan Cain
Organization:
State:

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

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. When the trains are loaded in Montana, Millennium puts a liquid coverâ€"like a glueâ€"on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed. Sincerely, Ryan Cain

Submission Number: ***MBTL-SEPA-DEIS-0001091***

Received: 5/24/2016 7:16:09 PM
Commenter: Edward Cajal
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0003194***

Received: 6/13/2016 6:26:41 PM
Commenter: Bonnie Calaway
Organization:
State:

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

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with access to water.

Submission Number: ***MBTL-SEPA-DEIS-0002358***

Received: 6/9/2016 5:43:54 PM
Commenter: Alan Calbert
Organization:
State:

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

Submission Text

Thank you for the opportunity to reach out on this important issue. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0002359***

Received: 6/9/2016 5:44:58 PM
Commenter: Anita Calbert
Organization:
State:

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

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00058***

Received: 5/26/2016 12:00:00 AM
Commenter: Jennifer Calbert
Organization:
State: Washington

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

Hello. My name is Jennifer Calbert, and I live in the Spokane Valley. And first I want to thank you for this important opportunity for our community to express our opinions on the building of the Millennium Bulk Terminal in Longview.

I'm wearing red. I see an awful lot of others wearing read. The significance of that means stop. Let's stop this project at this point if we possibly could. Because the reasons are many and varied, as you've been hearing.

If this terminal is allowed to be built, the impact on Spokane and all of the communities along the train route will be huge. It's projected that there will be an additional 16 trains per day winding their way through Spokane, spewing diesel emissions and coal dust, and causing them healthy air quality and all the attendant health problems such as asthma, emphysema, bronchitis, and other pulmonary conditions, especially adversely affecting our children and elderly persons.

And then when the coal is shipped to China and overseas locations to be burned to create energy, the pollution just travels around the world and it impacts us again with health problems.

I'm also concerned for the safety, actually of the lack thereof, of coal trains as they travel along rails that become weakened by heavy use and coal dust and possible neglect until a disaster happens such as a coal spill or derailment. No one can guarantee that these events won't happen.

We hear on almost a daily basis about train accidents and derailments somewhere in the country. And the consequences of these will be borne by those of us who live in the communities along the train route.

These events can be devastating to the local communities economically and environmentally and it's so unfair that coal companies are asking us to bear all of the risks while reaping none of the rewards.

We do not want coal in our communities. We can do better than coal. I urge you to decide on the no action alternative. Thank you.

Submission Number: ***TRANS-LV-Q3-00015***

Received: 5/24/2016 12:00:00 AM
Commenter: Kelly Caldwell
Organization:
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 Kelly Caldwell. I live in Portland, Oregon, and I have a Bachelor's of Natural Resources from the University of Michigan.

I'm concerned about the environmental impacts. I'm reviewing the documents on impacts of surface water and groundwater, and I'm very concerned about -- I keep seeing reference to the use of surfactants which are sprayed to reduce coal dust. Nowhere have I seen details about the impact of that product on the eco system. It's seen as a good thing that will reduce dust, but it is a toxic chemical in itself and needs to be examined. That is a piece of information that is not adequately covered in the EIS presently.

I also wanted to bring attention to the comments in the greenhouse gas emission section of the fact sheet. It suggest that one of the proposed mitigations be to reduce or offset 50 percent of the increased greenhouse gas emissions.

Again, as far as I can tell that sounds like a nice idea, but there is really not a clear methodology in place how that would be. That sounds like pipe dreams, sure, we should do that. But there's really not a clear way that that will happen. So that is an inadequate suggestion. Nice idea but doesn't have legs.

I'm also very concerned about the groundwater. I see that there is a plan potentially to use deep groundwater as a way to keep dust down. I'm concerned about the long-term impacts. As that water is reduced, then also the ecological effects over time as pollutants and coal dust makes its way through the eco system through the use of our groundwater and through surface runoff.

I think these are just some of the ecological issues that are at play, and I think that costs to environment outweigh the financial benefits, and it shouldn't move forward. Instead we should look at investing in job sources and energy sources that have a future for our planet and for our folks.

We know that that coal is being phased out, and so there shouldn't be a huge new investment in a coal terminal that will essentially export half of our 2014 levels of coal export through one location. This project is not in keeping with what our community and our planet needs.

Submission Number: ***MBTL-SEPA-DEIS-0001345***

Received: 5/26/2016 7:10:07 PM
Commenter: Tanner Calkins
Organization:
State:

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

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0002095***

Received: 6/7/2016 4:57:15 PM
Commenter: Rick Calvert
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002621***

Received: 6/13/2016 11:38:57 AM
Commenter: Charlene Camblin
Organization:
State: Wyoming

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

I am in support of construction and operation of the MBTL project. I believe that technology and common sense can work within the conscripts of the SEPA EIS to come up with an acceptable plan. Our nation and our economy need the jobs, now more than ever.

Submission Number: ***TRANS-LV-M2-00043***

Received: 5/24/2016 12:00:00 AM
Commenter: Ben Camniche
Organization:
State: Washington

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

Hi, my name is Ben Camniche (phonetic). I'm semi retired and live in west Longview, two and a half miles from the site. I've served on economic development commission and I'm a pro growth believer.

In addition to that, I own rental units in Cowlitz County, and I'm not an insignificant taxpayer here. You might even say I have an economic and personal interest in the health of the local economy and that means jobs. I say this to establish that I'm pro business, and pro sensible growth, and I support our local unions.

My children can tell you that I taught them cost benefit analysis at an early age. And I've read the EIS and thought about the health implication, and it doesn't add up. The cost benefit analysis argues for a no action option.

I've gone to the Millennium Website and read the material there in support of their proposed action and promise of 350 permanent jobs. The benefit to the community of these jobs, weigh that against the very real short term/long term cost to our community and it argues for no action.

In Clatskanie there was a similar proposal with all the modern safety measures that are here. And PGE, a company that knows about handling coal, operates a gas turbine electric generation plant in that area, and they successfully objected to the depot because they thought the coal dust would interfere with its turbines.

If the coal dust can interfere with big turbines, think what it can do to the small bits in our lungs. There have been six proposals for fossil fuel depots in the Northwest and five have been rejected. We're the only one left.

We've been blessed with having, you know, hydroelectric power and we get 82 percent of our power in Cowlitz County from hydroelectric, we get nine percent from nuclear, and very small amounts from fossil fuels. So we've kept things clean. Don't make us the fools of the Northwest, the only community to have the burden. Don't make people of Longview bear and suffer the long-term effects of this.

Submission Number: ***TRANS-SPOKANE-Q1-00009***

Received: 5/26/2016 12:00:00 AM
Commenter: David Camp
Organization:
State:

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

My name is David Camp. I'm here to oppose the Millenium Bulk Terminal. I fail to see what Spokane can gain from thousands of Wyoming coal trains clogging our rail lines and street crossings each year, forcing taxpayers to fund $30 million overpasses while local farmers can't shift their grain. And I fail to see what our world gains from sending dirty coal halfway around the world, doubling its carbon footprint and speeding our rush towards climate disaster.

This coal also drifts back from Asia as more mercury pollution. Most of our local rivers and lakes are already under fish consumption advisories due to mercury from Asia from coal burned there, and these coal trains will make it worse.

The United States and 174 other nations just agreed in Paris to quit fossil fuels within decades, and coal must be the first to go as the dirtiest of all fossil fuels and the easiest to replace. Panicked coal companies are simply trying to ship out every ounce before coal is better regulated and eventually banned, and they want us to pay for it.

I say no. These thousands of coal trains are an unfair expense on Spokane's taxpayers and an unacceptable threat to our livable climate.

Submission Number: ***MBTL-SEPA-DEIS-0000178***

Received: 5/10/2016 1:09:08 PM
Commenter: Cate Campbell
Organization:
State: Montana

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

Submission Text

The DEIS neglects to mention the inconvenient fact that the coal doesn't just magically appear in Washington but rather is transported through MY community in Montana. The railroad bisects hundreds of towns and cities here and in Idaho on its way to Washington. The tracks run adjacent to small neighborhoods, schools, churches and medical facilities. This seems to be a peculiar and glaring omission! The NO ACTION ALTERNATIVE is the only rational way to arrive at a conclusion. Health and public safety are paramount and should not be eclipsed by profit motives.

Submission Number: ***TRANS-SPOKANE-M1-00027***

Received: 5/26/2016 12:00:00 AM
Commenter: Kate Campbell
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. My name is Kate Campbell. I live in Missoula, Montana.

I've made this 800-mile trek round trip a priority due to the way in which coal trains affect my community. I consider myself a stakeholder in this discussion.

The Draft EIS overlooks the critical fact of the transit of the Powder River Basin coal to the coastal terminal. Montana and Idaho are both in the path of the increased number of trains bearing coal to Asian markets. The estimate of 16 more trains daily through our community is unacceptable. Public safety is at risk along with potential spills into our crucial waterways.

Rail companies have gotten better about infrastructure vigilance but accidents still happen. Rail integrity is inspected regularly but with the sheer number and tonnage of trains exceeds the ability of inspectors to catch hairline fractures and widening gauges. Wide gauge is the single largest cause of accidents involving track defects.

In the case of the 2015 Pennsylvania derailment, it was broken spikes that caused the rail to widen even though the track had been replaced in 2012 according to the FRA.

Rail head is perhaps the highest stressed civil infrastructure due to the passage of heavily loaded wheels across a very small contact area. The stresses at the contact patch cause yielding of the rail head's steel in the form of detail fractures, chipping, and vertical slips. As temperatures drop, steel rails shrink and amplifying the potential for any existing defects to cause a failure according to the FRA.

I urge the Washington Department of Ecology and Cowlitz County to adopt a no-action alternative. Please deny this permit request. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001435***

Received: 5/28/2016 11:00:17 AM
Commenter: Larry Campbell
Organization:
State: Montana

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

Submission Text

Coal trains to Longview cause unacceptable impacts in addition to incrementally delivering the nails in the coffin of climate change. They cause traffic delays in towns along the way. The unproductive CO2 emissions from idling traffic should be detailed and disclosed in the EIS. The value of lost time ("time is money") that is extracted from citizens waiting for the train to pass needs to be analyzed and disclosed in the EIS. The additional risk to people due to delay of emergency services also needs to be analyzed an disclosed. The health risks of fugitive coal dust escaping from trains and deposited in communities and all along the tracks needs to be analyzed and disclosed. The time and money and health taken from individual citizens without their consent is a taking that would need to be compensated as mitigation for the impacts of the Longview shortsighted project.

Submission Number: ***MBTL-SEPA-DEIS-0001274***

Received: 5/26/2016 6:33:25 PM
Commenter: Matt Campbell
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0000637***

Received: 5/20/2016 1:20:10 PM
Commenter: Sandra Campbell
Organization:
State:

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

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

RECEIVED
JUN 08 2016

Dear Army Corps of Engineers, WA Dept. of Ecology and Cowlitz County:

As a high-schooler who cares about environmental issues and is a strong supporter of renewable energy, I endorse and support the "no-action" alternative in the Millenium Bulk Terminals Draft Environmental Impact Statement (EIS). Millenium's proposed coal export terminal would harm communities throughout the Northwest, with the most intense impacts felt in Longview, WA, near the proposed terminal site. This project threatens public health, safety, air and water quality, and our iconic wildlife and precious natural resources. I respectfully urge your agencies to reject coal export because of its long-term impacts upon human and environmental health.

As communities and ecosystems become more and more vulnerable to climate change, it is essential that we move away from polluting fossil fuel energy and towards a 100% renewable energy economy, for the sake of ecological and human health.

Thank you for your considerations!

Sincerely,

Rebecca Canright

Rebecca Canright

Submission Number: ***MBTL-SEPA-DEIS-0001485***

Received: 5/31/2016 12:27:53 PM
Commenter: Thomas Brown
Organization: Cap & Seal Co.
State: Illinois

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

Submission Text

Dear Washington State: I am President/Owner of a small manufacturer in Illinois. We make small parts out of steel. You may think we have no stake in this project, but it is obvious to me that we do. This idea of deciding about shipping things based on the greenhouse potential of the freight when that freight is consumed somewhere else, and created somewhere else, is completely wrong-headed. The reason the terminal is needed in the first place is EFFICIENCY. That equals LESS ENERGY CONSUMED per ton of coal. Decide on this terminal based on the impact the terminal will have on the area. Make it efficient and clean as possible and then move forward. It is not up to the State of Washington to decide who can burn coal. The coal will be purchased and burned whether you build this terminal or not. The idea that all outbound freight be judged on its greenhouse potential is not a good one. Who will fill out all the forms? Will this greenhouse legislation move to steel we import from other countries? I'm sure there is some greenhouse effect there? Will I or my vendors be placed in the position of having to determine the GHP of every coil of steel? Will it move to plastic? Will it expand to the fuel burned to move the material? Will we stop the production of coal cars, tanker cars etc because of the greenhouse potential of the freight they potentially carry? This is an international trade KILLER. If we open this silly door, will our trading partners also adopt similar retaliatory restrictions for goods they ship to the US? The potential for unintended negative outcomes stemming from this legislation is massive. There is no unusual impact from a terminal that receives rail cars of coal and ships them on if it's designed properly. Kudos for going to the trouble to see that it is designed properly. We're for a clean, efficient freight hub if someone wants to build it. It's a job creator and helps the US stay competitive and productive. We're not, however, for judging any freight hub based on its freight. It's not making the freight and it's not consuming it. Efforts to replace the use of coal are already going on in many big consumption countries. Until those are successful, the coal must come from somewhere to keep going. Coal buyers are going to buy and burn coal whether or not you build this hub. Why not burn coal from the US? The alternative would be building yet more new coal mines in China or somewhere. I've heard that a new coal mine is built in China every day or two as it is. The more new mines built in the Far East, the more difficult it will be to end their coal in the future. Better, I think, to use the world's existing facilities for the last 20 to 30 years of coal as fuel. This idea just isn't going to help anything...only will make the US a weaker nation. We're not for that around here. Thanks, Tom Brown Cap & Seal Co.

Submission Number: ***TRANS-LV-M2-00102***

Received: 5/24/2016 12:00:00 AM
Commenter: Elyse Carasco
Organization:
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 Elyse Carasco (phonetic), Vancouver, Washington. I experienced a childhood of respiratory problems, sitting up all night with asthma. Living 14 years in a house that burned coal for heat did not help.

A new report by the World Health Organization states ambient air pollution made of high concentrations of fine particulate matter is the greatest environmental risk to health causing more than 3 million premature deaths worldwide every year. More cities are monitoring their air quality.

When air quality improves global respiratory and cardiovascular-related illnesses decrease. Let's not perpetuate problems. Let's move forward with nonfossil fuels.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002083***

Received: 6/7/2016 4:48:53 PM
Commenter: Kendal Carbone
Organization:
State:

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

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0003000***

Received: 6/13/2016 4:28:56 PM
Commenter: Laura Carder
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001256***

Received: 5/26/2016 6:22:41 PM
Commenter: Amie Cardona
Organization:
State:

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

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0000931***

Received: 5/24/2016 5:16:18 PM
Commenter: Rick Carducci
Organization:
State:

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

Submission Text

Moving this project forward is important to me, my family and my community. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0000226***

Received: 5/10/2016 5:09:25 PM
Commenter: Gary Carlson
Organization:
State: New Jersey

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

While the Cowlitz Coal Export Terminal is a local project, it needs to be viewed holistically. Creating a large project to export coal on exacerbates the use of one of the dirtiest fuels on the planet. Additionally, it would be burned in a place with LESS environmental restrictions than in the US and, effectively nullify all of the progress our country has made in cleaning its energy usage. The US needs to stop sustaining coal use and instead, as part of a national energy policy, move away from it in all forms (including exportation). WIth thanks for your consideration, Gary Carlson...

Submission Number: ***MBTL-SEPA-DEIS-0001198***

Received: 5/26/2016 10:49:28 AM
Commenter: Joel Carlson
Organization:
State: Washington

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

Submission Text

The Longview coal hearing made clear the need to very quickly switch to renewable energy with the many good paying jobs it creates. Exporting coal from Longview would only create 15 additional jobs and make our sixth great mass extinction of life on earth due to human caused fossil fuel global warming worse. We see the consequences of this with dying species, drought, floods, extreme heat every day. In the Permian mass extinction 252 million years ago volcanoes in what is now Russia released carbon pollution into the atmosphere resulting in the death of about 95 percent of life on earth. It took ten million years for life on earth to recover. Not only will much of life on earth disappear from our current mass extinction but sea level rise will destroy coastal cities around the world which is home to 600 million people. Failure to act will soon result in an endless feedback loop of methane release and further global warming beyond our control! We must very quickly act now to switch to clean renewable energy, leave global warming fossil fuels in the ground and create the many good paying renewable energy jobs needed in Washington State!

Submission Number: ***MBTL-SEPA-DEIS-0002591***

Received: 6/13/2016 10:18:42 AM
Commenter: Terrance Carlson
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000606***

Received: 5/19/2016 6:59:04 PM
Commenter: Wayne Carlson
Organization:
State:

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

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000334***

Received: 5/11/2016 2:45:43 AM
Commenter: COLETTE CARMAN
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I believe the appropriate studies have been done, but I would like to understand why there are a few brochures on a table, but the books that are for staff only - seems to be quite lengthy. I'm sorry I didn't attend or hear the beginning of the meeting today 6-2-16 Pasco, but I believe the opportunity for jobs + security of the family units are a priority - as long as we really don't down the road put a robot in place of person + take away the income greatly needed by ~~family~~ families. To get the people to give a big go ahead + then chop them off at the knees -

(additional space is provided on the back)

(comment continued)

devastating family income + futures.
It seems also if you look at the trucking industry. my family are a history of truck drivers + without them delivering goods where would people be, but they need their jobs for their futures + families same for RR people need same thing.
Again, just to be clear to propose this + get the bulk terminal built — I would love to see in writing NO ONE will lose their jobs to computers, Robots, drones, etc — I would love to see that as a contract from to RR people — safety, health, water, economy, family, futures are all important but let's not look or take away what all that costs if we reduce people numbers and still make it a workable project.

Also don't want to see the Eastside of the state forgetting in any way there is a Westside + lives also not to figure out a way to cut them out.

Im for the project —

My name Carol — I live in Pasco + my job hauling RR workers around yard, hotel + over the road (which I haven't done that yet.) RR people are super nice all the ones I've met in 6 wks of work they care about their jobs + enjoy their job, but have families they have to take care of — Don't forget it people little people, hard working people, dedicated people, MADE this state + country great!!!, Support them too! So they support you.

Submission Number: ***TRANS-LV-M2-00061***

Received: 5/24/2016 12:00:00 AM
Commenter: Bob Carol
Organization:
State: Washington

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

Good evening. I'm Bob Carol (phonetic). I live in Vancouver, Washington. And while I don't live in this area, I have on occasion worked up here in construction. I'm also a union electrician. I'm also president of the Columbia Pacific Building Trades of which we have 17,000 members in that chapter. Several thousand of them work in southwest Washington area.

I want to give you guys a lot of credit for being here today and sitting through this. You have a lot of stamina. This process -- Washington and Oregon have some the strictest environmental laws in the country. This process is thorough. The EIS has gone through a great vetting process. Everything's been looked at. This project needs to be built.

It needs to -- it will provide jobs for this area. It also provides opportunity. And one of those opportunities was the gentleman that was just up here. I sat in on his interview committee when he came in four years ago, and he was impressive then and he's impressive now. We train well.

And those members that are going to work on this project when it's built, will build it right. It will be built safely. Please let the process continue. It is fair. And allow the permits to be done.

Thank you.

Submission Number: ***TRANS-PASCO-M2-00051***

Received: 6/2/2016 12:00:00 AM
Commenter: Caroline
Organization:
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 Caroline. I'm a resident of Pasco.

My house is only a few blocks from the railroad tracks, so I have some very deep concerns both locally and globally about building such an enormous facility for shipping what we know to be a very dirty fuel.

And so I'll start with my local concerns in that I'm concerned about the exhaust fumes from the 16 more trains per day from the diesel engines. My son has asthma, and there are plenty of other young people, children with asthma. I feel this is a serious concern.

There are a lot of at-grade crossings. We haven't been able to -- we've been working for years to replace the 90-year-old underpass under Lewis Street and go over the tracks and they've bought property and torn down buildings, but there is yet to be any construction on that.

BNSF is not going to build overpasses at the other crossings, at the at-grade crossings. That will be up to the taxpayers. And, if we can't find the money after all of these years to get going on the Lewis Street overpass to replace the underpass, where are we going to get the money to build overpasses? It's going to tie up traffic incredibly. There's only two ways to go over the railroad tracks, one over and one under at the moment. So the diesel exhaust fumes, the traffic are local personal concerns.

My long-term concerns are to do with climate change, and we know for a fact that 98 percent of scientists agree --

EVENT HOST: Thank you. We appreciate your comments.

Submission Number: ***MBTL-SEPA-DEIS-0000406***

Received: 5/17/2016 6:24:51 PM
Commenter: Barbara Carpenter
Organization:
State:

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

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Carr, Janet (1429)

Submission Number: ***MBTL-SEPA-DEIS-0001429***

Received: 5/27/2016 3:39:12 PM
Commenter: Janet Carr
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please do not build this coal plant in the proposed area.

CARRIER, WILLIAM (0319)

Submission Number: ***MBTL-SEPA-DEIS-0000319***

Received: 5/11/2016 1:49:18 AM
Commenter: WILLIAM CARRIER
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0001563***

Received: 5/31/2016 5:11:52 PM
Commenter: Elizabeth Carter
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: ***TRANS-LV-Q1-00032***

Received: 5/24/2016 12:00:00 AM
Commenter: Josh Carter
Organization:
State:

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

Submission Text

So my name is Josh Carter. I'm opposed to the coal export terminal in Longview primarily because I think it is financially irresponsible. In one regard, we have Millennium Bulk proposing their terminal will generate 43 million dollars in tax revenue for the state and county combined. However, other costs associated with that would be the railway upgrade that is going to be necessary and the railway upgrade that I'm referring to was marked as warranted inside of section 511 of the Draft Environmental Impact Survey under the title Impact. So, if we have a warranted upgrade but only 43 million dollars to pay for an 85 million dollar project, that leaves us holding the bag for 42 million dollars in costs. So, on a cost versus benefit level, if you're looking at this through the lens of a business person such as myself, it's a laughable proposal. I know if I took a proposal with this cost versus benefit ratio to a company, I would get laughed out to the parking lot. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000752***

Received: 5/23/2016 1:58:12 PM
Commenter: Keith Carter
Organization:
State:

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

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

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

Received: 5/26/2016 12:00:00 AM
Commenter: Laura Carter
Organization:
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 Laura Carter, and I don't have a script done, so I'm just going to speak from my heart.

I'm running for State Representative here in the 3rd District, and I'm concerned about our lack of jobs. Now, I'm a conservationist, I'm a born conservationist. I recycle, I reuse, I compost.

However, I think this global warming stuff is a little bit -- I think it's gone a little bit -- well, one time there was a global warming conference in Copenhagen. That was a few years ago. During that conference, it was like God said, oh, you want cooler climate? Here take this. So they had record-breaking cold temperatures, a blizzard, during a global warming conference.

I think that also when we talk about carbon dioxide, what's wrong with that? Plants thrive on carbon dioxide. We need carbon. Carbon is part of -- our bodies are made with carbon, plants are made with -- life is made with carbon. So what is wrong with carbon and what's wrong with carbon dioxide? Plants take in carbon dioxide and release oxygen. We need oxygen.

Now, if we want to really fight a cause, what about -- has anybody heard of chemtrails? Chemtrails were, I think, came about because they wanted to use some kind of a spray that would deflect the sun's rays back into space to help cut down on global warming. Well, that's polluting our environment. I would be glad to join those of you in the red T-shirts in fighting chemtrails because that's a pollutant.

And also has anybody ever heard of HAARP, H-A-A-R-P, Highly Active Auroral Research Project? They're sending signals out into space and they're monkeying around with our weather.

Am I done?

EVENT HOST: All done. Thank you.

So we need more jobs. Our economy thrives on jobs. Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00060***

Received: 5/26/2016 12:00:00 AM
Commenter: Linda Carter
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. My name is Linda Carter, and I live in Spokane, Washington.

I'm for the terminal for a couple of different reasons.

I have a cousin who is a millwright, and he was in the East Coast and he ended up cleaning up a coal burning power plant. He's from Oregon, and they have lots of (inaudible) wood. He was absolutely flabbergasted on how clean burning it was. He said that the United States has the only coal that they can pulverize and atomize and then ignite it that you can't get anyplace else, only in the United States.

So, therefore, I'm for us exporting our coal because if we have pollutants in other countries and we have the ability to cut down on their pollutants, why wouldn't we want to do it? To me, that's common sense.

Number two, it's a port privately paid for. If they go broke, they go broke. I'm also thinking if we have all these trains and people are making money that they'll build new railroad tracks and that might lead to us having a transit system in the United States of America.

That is what I needed to say. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000581***

Received: 5/19/2016 6:26:12 PM
Commenter: Paul Carter
Organization:
State:

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

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0001275***

Received: 5/26/2016 6:33:53 PM
Commenter: Stephanie Carter
Organization:
State:

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

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001050***

Received: 5/24/2016 6:38:50 PM
Commenter: Susan Carter
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Carver, Carol (3588)

5/24/16

My name is Carol Carver. I have degrees in public health nursing from two major Universities and am a former nursing director at the Cowlitz-Wahkiakum Health District.

I ask for the "no action" alternative because of concern for health impacts of coal dust particulates and diesel emissions. Many children and adults in this region have asthma. I am especially concerned for all who live where they will be impacted by train and ship diesel emissions and coal dust.

I do not believe a thorough investigation into the health impacts of this proposal. A complete health impact assessment with a public comment period is needed.

Carol Carver RN, MSN
541 W. Birnie Slough Rd
Cathlamet, WA 98612

Carver, Heather (0675)

Submission Number: ***MBTL-SEPA-DEIS-0000675***

Received: 5/23/2016 1:29:22 AM
Commenter: Heather Carver
Organization:
State: Oregon

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

Exporting coal from the proposed terminal would mean a significant increase in the number of coal trains traveling through the Gorge, through environmentally sensitive areas, as well as through NE Portland. very close to densely populated areas. All it would take is one train to derail to cause a major disaster. These exports would not benefit anyone in this area, but we would bear the burden of threats to our safety, our health, and environmental destruction. Please do not approve the construction of this terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002682***

Received: 6/13/2016 1:01:22 PM
Commenter: McKenna Carver
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002436***

Received: 6/10/2016 12:04:47 AM
Commenter: Sue Carver
Organization:
State: Washington

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

I do not support the development of this terminal for coal transport. I would favor development for agricultural products. My reasons are the usual environmental concerns, not only the "global" effects of burning coal, but also the risks of moving coal trains down the Columbia Gorge. No to coal trains!

Submission Number: ***TRANS-SPOKANE-Q3-00003***

Received: 5/26/2016 12:00:00 AM
Commenter: Ken Casler
Organization:
State:

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

Ken Casler. That's C-A-S-L-E-R. I live in Clark Fork, Idaho. I hear every train go by. But I'm not here to talk about the noise pollution, I just want to express the fact that I think that we address global warming and that spending money to ship coal to a foreign country is like throwing good money after bad, is the way I see it.

At this point renewable energy production is coming online fast enough that if we put our money into that we can address the global warming problem rather than accentuate it by burning more coal.

Jobs have been brought up a lot in this discussion, and the fact that creating jobs is a paramount issue I think is a major distraction. I'll just say again that creating jobs is great but let's create them in a sustainable energy sector and not in the carbon producing sector. Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00002***

Received: 5/26/2016 12:00:00 AM
Commenter: Jason Casmeric
Organization:
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 Jason Casmeric, I live in Spokane County. I'm in support of the Millennium project because I have friends that are personally affected by not being able to go to work in the railroad industry. They're wondering where their paychecks are going to come from, whether they need to go out and get another job, or just go out and make some money and figure out how he's going to support his family and keep his house.

So I'm in support of it. I believe Spokane is a railroad town, it was built on railroad land, and I think the future should also be involved with the railroad. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000751***

Received: 5/23/2016 1:57:29 PM
Commenter: Dick Caspari
Organization:
State:

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

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: ***MBTL-SEPA-DEIS-0001988***

Received: 6/6/2016 2:38:00 PM
Commenter: Edward Cassat
Organization:
State:

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

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002976***

Received: 6/13/2016 3:50:54 PM
Commenter: Holly Castle
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002989***

Received: 6/13/2016 4:18:01 PM
Commenter: Stephanie Cates
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

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

Received: 6/2/2016 12:00:00 AM
Commenter: Cathy
Organization: Walla Walla Tribe
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Good day. My name is Cathy. I'm from the (inaudible) Tribe otherwise known as Walla Walla.

These areas are U and A, usual and accustomed places. Our tribal people have been here for thousands of years.

As many folks in the audience know the Indian man, the Kennewick Man, was found on the river basin of the Columbia. That man is our ancestor, and he stands here with us today as he sees what is happening with the Shoshone people and the depletion of resources within our country. Coal is bad for the country.

The BNSF is running through our treaty. In 1855, they made us sign this treaty only to allow them to come through our land. We can't trust them, and I don't trust them and what they're saying.

The DEIS is flawed when it looks at resources and the cultural reparcation (sic). There will be no mitigation, no cost will replace anything that could happen to our beautiful rivers.

We are a hunter and gatherer people. These children here in this picture (indicating) are only a few of the children that stand behind us. We have to look at what is 2050 going to bring us. That is only 30-some years away. I hope to be standing here in a coal free area with clean water, clean air, and clean land for these children. Thank you so much.

Submission Number: ***MBTL-SEPA-DEIS-0000415***

Received: 5/17/2016 6:33:58 PM
Commenter: Rose Catlin
Organization:
State:

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

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We’ve studied the project enough â€" now it is time to move forward with a fair process for permitting. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002289***

Received: 6/9/2016 4:54:06 PM
Commenter: Melanie Catt
Organization:
State:

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

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: ***MBTL-SEPA-DEIS-0002176***

Received: 6/7/2016 6:58:10 PM
Commenter: Jerry Caudle
Organization:
State:

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

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0000290***

Received: 5/10/2016 7:10:05 PM
Commenter: Dale Caulfield
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
No on coal, anything, final choice!

Submission Number: ***TRANS-LV-Q2-00020***

Received: 5/24/2016 12:00:00 AM
Commenter: Chris Caulkins
Organization:
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 it Chris Caulkins. I'm a registered nurse. I came down from Gig Harbor, Washington down to Longview/Kelso to participate in this event today because I feel like it is of paramount importance to take corrective action to keep fossil fuels in the ground -- coal, gas, oil, methane -- so that we can start moving in a direction towards renewable energies that are clean and renewable. My big impetus for coming down here and participating in a nonviolent group gathering or activity is to help slow down global warming. The oceans are warming up. There is some five degree warmer than normal body of water off the northern coast of California. There's also another body from the same El Niño filling up the Gulf of Alaska. This body of water is warming up the Arctic Ocean and causing frozen methane hydrate to melt and be released into the ocean and the atmosphere. This is the second year in a row that the arctic ice pack will be melted off the Arctic Ocean for passage causing more of this frozen methane hydrate to be released. Frozen methane hydrate is far more powerful of a greenhouse gas than methane gas. And methane gas is some 23 times more potent of a greenhouse gas than carbon dioxide. So I would ask that you reject the proposal to this new port being built for our future and the future of generations to come.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am both a mom and retired health care worker for 35 years for hospital system here in Longview. Unfortunately I have seen too ofte That minutes in an emergency can make huge differences in life, death and disability. My concern is the number + length of trains coming into the area, actually along the entire route. The potential fo

(additional space is provided on the back)

(comment continued)

Car accidents and low response time for any emergencies that need to get passed these looooong trains.

As mom I know I am accountable to help our children's, children's children. Those whose voices need to be heard and yet cannot speak.

* let's rethink millenium this in 20 years. maybe the technology to do all this moving of coal will be more mom-friendly,
community friendly,
human friendly
global friendly

Thank you for your time!

Carol Cavallaro

Submission Number: ***MBTL-SEPA-DEIS-0001522***

Received: 5/31/2016 4:45:07 PM
Commenter: Colton Caywood
Organization:
State:

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

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0000758***

Received: 5/23/2016 2:03:37 PM
Commenter: Tammie Cederholm
Organization:
State:

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

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001545***

Received: 5/31/2016 5:01:21 PM
Commenter: Yvonne Celms
Organization:
State:

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

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

May 24, 2016

Longview Washington

I am Margaret Cemulini, a retired employee of the Longview School District.

The proposed coal depot at Millineum is too close to the city of Longview and endangers the health of its youngest residents.

There are reams of laws from Unions, DEQ and OSHA written to protect miners and workers but there is nothing to protect local residents or their children from the consequences of coal residue.

We have to protect ourselves.

Our school age children are the most vulnerable. They could have long term damage to their lungs from this coal dust. They are outdoors every school day.

Southwest winds are blowing over the coal facility onto the bowl of Longview.

The dust is light, you can't feel it. But you're breathing it in.

Just like radiation. It's sneaky. It does long term damage.

Nothing can clear lungs.

Not Doctors. Not Medicine. Not prayer. Not Money. NOTHING!

Your children need your protection.

Of the 37000 residents of Longview, 7000 are school age and play outdoors. All our schools are trapped within 3 miles of the Millineum depot, some as close as one mile.

Please stop this facility from being built.

Keep our children healthy for the rest of their lives!

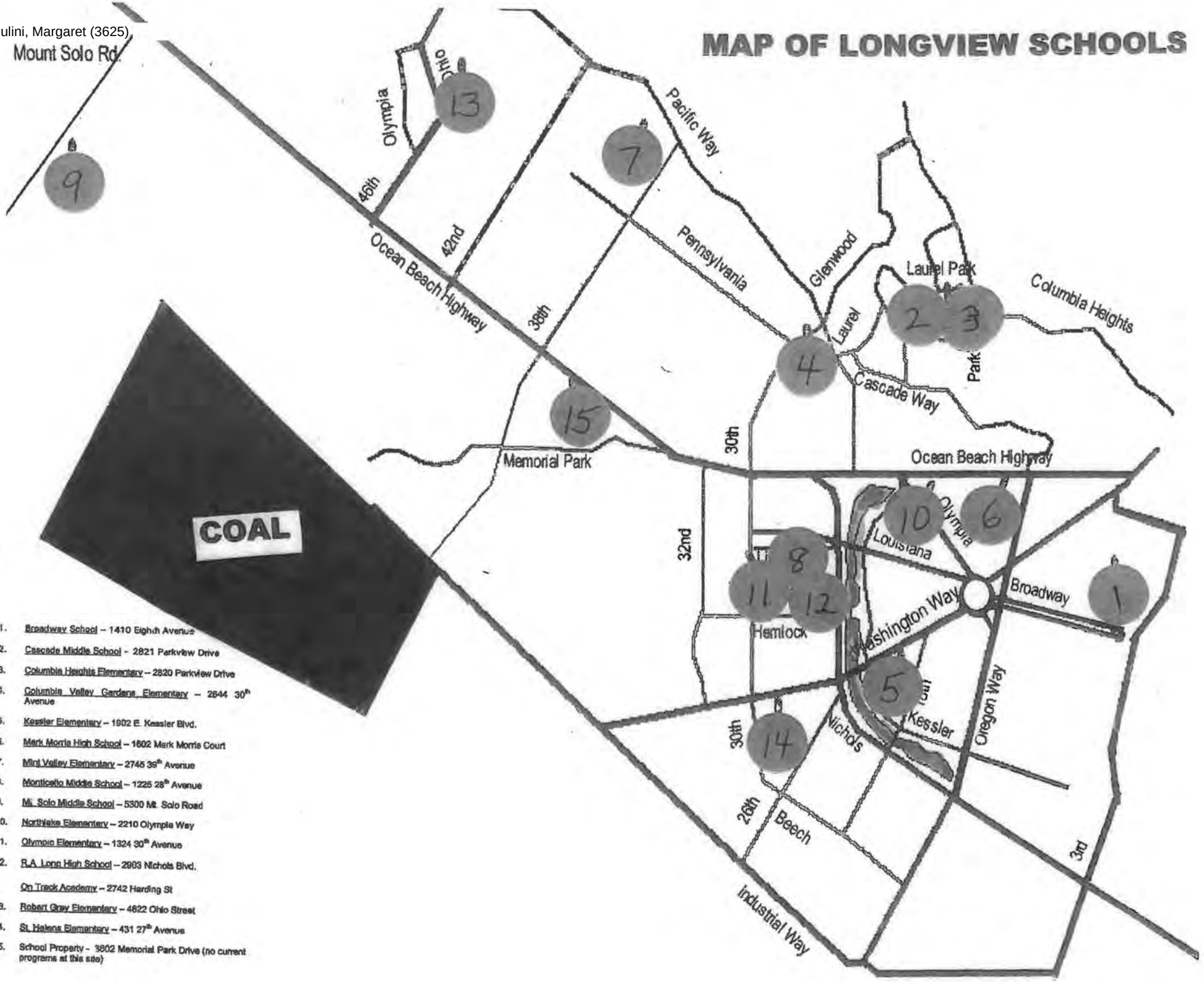
Thank you. Margaret Cemulini /mcemulini@gmail.com

Direct distance from Coal to Schools

Mount Solo	1.0 miles	5900 feet
Olympic	1.5	7800
RA Long	1.5	8000
Monticello	1.5	8254
Robert Gray	1.6	8900
Mint Valley	1.8	9500
St. Helens	1.9	10000
CVG	1.95	10300
Northlake	2.3	12000
Kessler	2.4	12800
Cascade	2.6	14000
Columbia Heights	2.7	14500
Broadway	3.2	17000

Cemulini, Margaret (3625)

MAP OF LONGVIEW SCHOOLS



1. Broadway School – 1410 Eighth Avenue
2. Cascade Middle School – 2821 Parkview Drive
3. Columbia Heights Elementary – 2820 Parkview Drive
4. Columbia Valley Gardens Elementary – 2844 30th Avenue
5. Kessler Elementary – 1902 E. Kessler Blvd.
6. Mark Morris High School – 1602 Mark Morris Court
7. Mint Valley Elementary – 2745 39th Avenue
8. Monticello Middle School – 1225 28th Avenue
9. Mt. Solo Middle School – 5300 Mt. Solo Road
10. Northlake Elementary – 2210 Olympia Way
11. Olympic Elementary – 1324 30th Avenue
12. R.A. Long High School – 2903 Nichols Blvd.

    On Track Academy – 2742 Harding St
13. Robert Gray Elementary – 4622 Ohio Street
14. St. Helens Elementary – 431 27th Avenue
15. School Property – 3802 Memorial Park Drive (no current programs at this site)

Submission Number: ***TRANS-LV-M2-00093***

Received: 5/24/2016 12:00:00 AM
Commenter: Caroline Ceravolo
Organization:
State: Washington

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

Hi, my name is Caroline Ceravolo (phonetic). I'm from Ridgefield, Washington. In additional to making a link between the burning of coal and to the increase of greenhouse gases, your DEIS says, Identifying and reducing excess greenhouse gas emissions from human process are critical to reducing climate change. Greenhouse gasses are global rather than local air pollutant with worldwide impact.

If you listened to your own DEIS you have already identified one thing causing excess greenhouse gases. Coal. The DEIS says it is critical to review greenhouse gases. Do you think exporting 44 million tons of coal every year will help reduce gas emissions?

I'm only 12, but I'm going to make a bold prediction and say, No, it will not decrease greenhouse gas emissions. Simply justifying that the project could replace coal from somewhere else, which is a big assumption, is not owning up to what this is about: Money.

Globalization is not only about importing and exporting, it is about caring for everyone. What if I were a Pacific islander watching the ocean wash over my family in a storm at high tide. I would have to move from a home we've had for generations. But who would buy it? I would lose everything.

What if I was a child in Africa whose tribal land was desecrated by desertification? I could not grow feed or feed my animals. How do I survive? You have a legal obligation under the Public Trust Doctrine to preserve a stable, livable climate for future generations.

Do coal companies have to take the desertification of vast areas of our planet? Do they have to pay for rising sea levels? What is the price of making an ocean acidic? Do they financially compensate for wildfires which burn millions of acres annually across the U.S. alone?

If fossil fuels were priced to reflect the actually damage that they do we would already have a renewable economy.

Thank you.

Submission Number: ***TRANS-LV-M2-00094***

Received: 5/24/2016 12:00:00 AM
Commenter: Kaleb Ceravolo
Organization:
State: Washington

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

Hi, my name is Kaleb Ceravolo (phonetic), and I live in Ridgefield, Washington. In the DEIS section 5.7 under the coal dust section it states that the coal be loaded from the terminal into ships on an open conveyor.

If you look at the mapping on 305.7-4 it shows an estimated maximum annual coal deposition. You can clearly see that a major area of concentration is right in the Columbia River. I believe that this map is deceiving because it does not show how the coal contamination will continue down the river because of its current.

The map makes you think that just this area will be contaminated. This is obviously not the case in a river. Plus we all know how windy it can be on the Columbia River. Why would you use open conveyors to load the coal on the ship? Doesn't this allow for more coal to blow around and fall into our rivers?

I'm wondering why the coal is sent to Asia in closed ships, yet it's transported thousands of miles even loaded onto ships on open conveyers. If it's smart to send the coal on closed ships, why isn't it transported and loaded onto the ships in a closed system?

I don't know about you, but I really like eating salmon. I don't want my dinner contaminated with coal. Do you? Please don't allow this terminal.

Submission Number: ***TRANS-LV-Q3-00040***

Received: 5/24/2016 12:00:00 AM
Commenter: Tracy Ceravolo
Organization:
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 Tracy Ceravolo, and I live in Ridgefield, Washington. In your DEIS you clearly state the detrimental impacts of burning fossil fuels globally. You confirm its link to climate change.

Your DEIS states that average temperatures in the U.S. are expected to increase at a faster pace this century possibly by 11 degrees.

You are, by the way, using studies from 2014. Since then, 2015 was the warmest year on record globally and in the last seven months have each matched their all-time high records globally.

In fact, March 2016 had the most above-normal temperatures in history, and yet you want to build this facility to export more coal. Doesn't that sound like a problem?

Even President Bush, who had personal ties to the fossil fuel industry stated over ten years ago that America is addicted to oil. We are addicted to all fossil fuels in fact and most of the world has joined in that addiction.

Do you know any addicts? If you have any beloved friend who is doing lines of cocaine do you offer him some opium because you are worried about poppy farmers staying employed? You know that lots of people are employed by the drug trade.

Should we use jobs as an excuse to continue doing something that is proven by scientists to be dangerous and 100 percent harmful to the environment?

By continuing to promote fossil fuels, you are absolutely voting in favor of business as usual and enabling the addiction problem. You're adding one more nail in our coffin.

Maybe you think that 44 million tons of coal annually won't make or break the climate. I will ask you if you would like to place a bet on it. Because if you are wrong we all lose.

I hope you use current climatic information instead of relying on the 2014 information.

Submission Number: ***MBTL-SEPA-DEIS-0001528***

Received: 5/31/2016 4:48:11 PM
Commenter: Richard Chafee
Organization:
State:

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

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough â€" now it is time to move forward with a fair process for permitting. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***TRANS-LV-M1-00059***

Received: 5/24/2016 12:00:00 AM
Commenter: Art Chaffe
Organization:
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 Art Chaffe. I've lived in Vancouver, Washington all my years, 69 years. And what I see here is we have representatives from had industry that want jobs. And they were represent basically the money. And then we have people here that are concerned about the environment. They aren't getting any money out -- the red people aren't getting the money. The blue people are getting all the money. That's just the way it is. Now, I have a couple questions. When I got this, my wife says, what is this thing? I don't know, somebody called me and -- maybe Don Steinke. He's my neighbor. Maybe he put me in there. He spoke. And Chris (inaudible), he spoke also. I used to teach with him. A taught school for 38 years. Thirty in Washington and eight in Oregon. But I worked 50 years on the waterfront. Now, there used to be a carbon plant in Vancouver, and when they worked at night they fired that thing up. And you'd get the wind blowing on from the each and it would come and get in your eyes and you couldn't sleep for a couple hours afterwards because of the dust in your eyes. But, if you had a cat, which we had cats living on the waterfront down there, you better have a black one because it was going to be black by the time you got done because everything turned black. Now, I worry about the people in Asia. They're the ones that are the recipients of what we're sending over there. And the environment over there isn't going to get better. So, I don't know, I've been on a few committees. Have a good day. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000433***

Received: 5/17/2016 6:54:21 PM
Commenter: Tate Chaffin
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0002131***

Received: 6/7/2016 5:23:20 PM
Commenter: Marianne Chambers
Organization:
State:

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

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0000764***

Received: 5/23/2016 2:08:04 PM
Commenter: Raymond Chambers
Organization:
State:

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

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project’s permit should move forward without further delay

Submission Number: ***MBTL-SEPA-DEIS-0001064***

Received: 5/24/2016 6:48:49 PM
Commenter: Enid Chamblee
Organization:
State:

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

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0001066***

Received: 5/24/2016 6:50:15 PM
Commenter: James Chamblee
Organization:
State:

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

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001079***

Received: 5/24/2016 6:59:14 PM
Commenter: James Chamblee
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0001062***

Received: 5/24/2016 6:47:36 PM
Commenter: Jeff Chamblee
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it's time to let it. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

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

Received: 5/24/2016 12:00:00 AM
Commenter: Steve Chandler
Organization:
State: Washington

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

Hello. My name is Steve Chandler. I'm a hematologist and oncologist. I live here in Longview with our children and grandchildren. I practice hematology and oncology. Oncology is cancer. Hematology is diseases of the blood.

In my practice here in Longview, I would say every single day I see people with cancer every day. And they will always ask me, Doctor, how did this happen? What took place?

And then starts the conversation that I ask them. Have you ever been exposed to toxic chemicals, toxic fumes, particles, coal, dust, hydrocarbons, benzenes, diesel fuel? And then comes that conversation with, how do we approach this cancer? What do we do?

They will look at me with their fear in their eyes and an apprehension, and also the hope that this won't happen to their children. And they'll ask me, how do we keep this from happening to our children, our grandchildren?

And then starts the conversation about, what sort of risks do we already have in our community? Cowlitz County has one of the worst public healths in the state of Washington, the highest rates of cancer and leukemia, cardiopulmonary disease, coronary artery disease. Why take a risk to add more to that? And the patients agree with me.

The railroad crossings, the long trains that cross the tracks, how long is that going to take?

I was a flight surgeon in Vietnam for four years on the air vac planes. Every minute counted there. Every minute counts here. An ambulance crosses those roads twice. Once going, once coming back. We absolutely need to be careful and not raise the risk here. We need to lower the risk. We need a health impact assessment, a comprehensive one, and to say no, to vote no action alternative. Thank you.

Submission Number: ***TRANS-LV-Q2-00015***

Received: 5/24/2016 12:00:00 AM
Commenter: Steven Chandler
Organization:
State: Washington

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

Submission Text

Okay. So I'm Steven G. Chandler. I'm a hematologist and oncologist. I live here in Longview, and I practice hematology and oncology in Longview. My children and grandchildren live here also. Oncology means that I take care of cancer patients. I see cancer patients every single day, and they will always ask me why did they get this, where did it come from, why is it happening? And I ask them in return have they ever been exposed to any toxic chemicals, or toxic fumes, or radiology, or toxic dust, or hydrocarbons, nickel, mercury, lead, arsenic, or even the coal dust in mines at all or anything of that kind. And then we'll start the conversation and they will say, How can I keep my children or my grandchildren from getting something like this? And then comes in the worry about what's coming into the city here. The coal, is that going to be a risk? And I say to them, Cowlitz County already is one of the worst counties in the state of Washington in terms of health and well-being. We have one of the highest rates of cancer, and leukemia, and cardiovascular disease, and emphysema, lung disease. We do not want to risk adding any more to that. But with the huge numbers of trains coming in and diesel fumes coming in on the river and also on the trains, that we really risk adding to this element of toxicity in our atmosphere to our most vulnerable citizens from the very young to the very old, pregnant women and the people who are taking medications of one kind or another. So, no, we do not want to add to that risk. We want to lower the risk so we can and make our environment much cleaner if it's possible to do that. And I think it is possible. And I worry about the long delays of the railroad crossings for these long trains coming. And they will -- ambulances, for instance, have to cross a railroad crossing twice, once going out and once coming back. And every minute will count. I was a flight surgeon in Vietnam on the air vac planes for three years. Every minute counted there and every minute counts here. We need to do better in terms of our overall health and well-being of our citizens. And I'm strongly advocating to do a comprehensive health impact assessment for this project here and to use the alternative -- to vote for the alternative prospect of the no action alternative here for the project here.

Submission Number: ***MBTL-SEPA-DEIS-0001649***

Received: 5/31/2016 6:15:25 PM
Commenter: Jason Chapell
Organization:
State:

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

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. I’ll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0002446***

Received: 6/10/2016 11:52:15 AM
Commenter: David Chapin
Organization:
State: Washington

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

Submission Text

For the reasons below, I am vehemently opposed to approval and ultimate construction of the Millennium Bulk Terminals - Longview (MBTL). Construction and operation of the MBTL would lower air quality as a result of coal dust emissions. While the DEIS states these are "insignificant" because the do not exceed regulatory limits, it also states that coal dust would exceed nuisance levels, which to local residents in Longview and along the railroad route are certainly significant. With 16 added trains per day, the MBTL would result in significant delays at traffic crossings; increase response times for fire, ambulance, and police vehicles; and increase the risk of train-vehicle accidents. What right doe MBTL have to severely disrupt transportation in the Longview community? Absolutely none. But the most significant and unavoidable impact of the MBTL is the contribution it would make to global warming and climate change. It is completely insane to be building infrastructure to substantiatlly increase the amount of greenhouse gases in the atmosphere when we are threatened with catastrophic disruption of human society and natural ecosystems across the globe due to climate change. We need to leave 80% of fossil fuels in the ground to avoid catastrophic effects of climate change, yet here we are seriously considering building a terminal to burn more coal. Have we lost our minds? The MBTL facilitates the burning of immense amounts of coal, the dirtiest form of fossil fuel, merely to serve the Asian markets, which are arguably no longer even there. Other than providing a few jobs to local residents, the MBTL serves no social purpose other than enriching the coal and railroad companies. Since there are many more jobs being created in developing renewable energy than in the fossil fuel industry, the jobs argument is not even credible. The MBTL should not be approved. Thank you. David Chapin

Submission Number: ***MBTL-SEPA-DEIS-0001557***

Received: 5/31/2016 5:08:07 PM
Commenter: Jeff chapman
Organization:
State:

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

Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0001789***

Received: 6/2/2016 5:07:17 PM
Commenter: Tim Chappell
Organization:
State:

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

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0001613***

Received: 5/31/2016 5:49:39 PM
Commenter: Bill Charles
Organization:
State:

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

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002560***

Received: 6/12/2016 8:19:56 PM
Commenter: James Chase
Organization:
State: Oregon

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

Learn From Cherry Point The Corps of Engineers denied permits for a nearly identical terminal at Cherry point because of harm anticipated for the fish and because such harm likely violated treaty rights with the Lummi Tribe. The same harm will result to fish in the Columbia River and likely violate treaty rights with the Confederated Tribes of Warm Springs, the Yakimas and others. How can you possibly reach a different conclusion for the Millennium Terminal. This alone should give you cause to deny the permits. Violation of the Clean Water Act Coal dust from the 2-3 trains per day currently running through the Columbia River Gorge already violates standards for the Clean Water Act. An additional 16 trains per day (full + empty) would take this pollution to a disastrous level. I am sure you are aware that a coalition for opponents to the terminal have brought suit against BNSF and Arch Coal for violation of the Act. I have seen the evidence and it is overwhelming. The suit has stood through several challenges by the defendants, and a victory for the plaintiffs seems likely. You should at least review the evidence in this case and include it in your analysis. If the plaintiffs win, you will look incompetent or corrupt should you recommend approval of the permits without even having considered this evidence. Market for Coal Is Declining The market for coal is declining worldwide. Even the worst polluters like China have realized that they must go in other directions for energy. The coal companies are all teetering on the brink of bankruptcy. It is irresponsible to allow Longview and the State of Washington to spend significant funds and make large, long-range commitments to a company and an industry that may very well cease to exist in the future. It has happened before as with the Port of Portland in the 1980's. Deny the permits for Millennium and help Longview pursue other opportunities with better chances for success. A Terrible Partner At the recent comment hearing in Cowlitz County much was said about Millennium as a safety-conscious, good-paying, responsible employer. I don't know if that is true or not, but I do know that anyone would have to be crazy to get into a business relationship with a company like Arch Coal (or whatever they are called now). They are in bankruptcy. You should deny the permits on that basis alone! Leave It in the Ground! The facts are that the US and the rest of the world do not need the coal today, or are at least heading rapidly in that direction. However, the day may well come when future generations will have no choice and will need it – perhaps at a time when better technology will exist for extracting and burning coal cleanly and when the world is ready to pay the price for burning coal cleanly. We should leave it in the ground for future generations and not rush to squander it at ridiculously low prices for a short-term profit. Risk of Transportation Disaster in the Gorge. The Columbia River Gorge is a scenic and recreational wonderland and an agritourism and geotourism powerhouse, but is fragile. The recent derailment and explosions in Mosier OR of a train carrying Bakken Crude have been considered a "wake up" call for the dangers of such trains. However, the fact is that many of us have been "awake" for a long time about these risks. It was never a question of "if", but only "when and where". A derailment and spill of coal into the river will happen and the results will be devastation. Neither the risk of derailment nor the consequences can be mitigated. Do not allow our National Treasure of the Columbia Gorge to be ruined forever. Deny the permits. What Will Jay Do? You might want to think about that! If he fails to deny the permits, Governor Inslee will be dead politically. Deservedly the same fate would flow to you! You could take the cowardly way out and recommend granting the permits, and just anticipate denial by the Governor. Or you could become far-sighted heroes and recommend denial of the permits. Deny the permits for your own security and peace of mind! The Scope Is Far too Narrow! Consider just one aspect – jobs. Much has been said about the jobs to be generated for terminal workers and railroad employees. However, if you also consider the job losses for employees in restaurants, hotels, recreational activities, and so forth in the Gorge that will result from the pollution from the coal trains, the job tally will be a net loss. Consider all aspects of employment before baking a decision of the permits. Third Party Indemnification I have to carry liability on my car despite 56 years of driving – without an accident. The cost of remediation of a major spill of coal into the Columbia could easily reach into the billions of dollars. You should require that order of magnitude of liability insurance as a pre-condition of any granting

of permits. Many ut Enough Facts for Denial The Draft EIS has many gaping flaws – in scope, in the data, in some of the logic, in so many areas. However, despite this the Draft concludes that there is a broad range of unavoidable adverse impacts. End of story! You could do much more, but what you have done already provides sufficient cause for denial of the permits. Bring this madness to an end! Comments Submitted by the Friends of the Columbia Gorge, letter of June 13. Very complete! Very well done! I support them and agree with them in every respect!

Submission Number: ***MBTL-SEPA-DEIS-0000784***

Received: 5/23/2016 3:07:26 PM
Commenter: Ann Chenhall
Organization:
State: Washington

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

Submission Text

The proposed coal terminal in Longview is not a good idea for Washington state in the long-run. I have lived in Washington state for 42 years, traveling up and down the Columbia River and value this waterway as central to salmon habitat as well as the Tribal harvest of salmon. The terminal and the associated trains along the Gorge would damage the healthy waters our state has worked so hard to maintain. We cannot risk potential accidents along our coast. Coal is an old fossil fuel and is not in our future of dealing with climate change. The Chinese do not need this product as their air quality is already at risk. Coal companies and associated transportation companies would profit at the huge cost to Washingtonians and our world.

Submission Number: ***MBTL-SEPA-DEIS-0002827***

Received: 6/13/2016 2:39:09 PM
Commenter: Robert Chervenock
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001213***

Received: 5/26/2016 5:07:07 PM
Commenter: Steve Cheseborough
Organization:
State: Oregon

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

I support the “no action” alternative. The earth is in a severe climate crisis. None of us can easily fix this problem. But let's not make it worse! Approving this giant coal terminal is akin to pouring gasoline on a burning house. Coal is an outmoded fuel, the dirtiest of all fossil fuel. Let's leave the rest of it in the ground. Thank you.

Submission Number: ***TRANS-LV-Q2-00030***

Received: 5/24/2016 12:00:00 AM
Commenter: James Chesky
Organization:
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 the James Chesky. I live in Vancouver, Washington, however, I did work in Longview. And I know what it means to lose your job here. It's a tough town to find work. But I look at the people on the council who are looking at this, and I tell them, yes, you're looking at jobs today, but you're not hired -- or you're not elected or appointed to look at things for today. China says in five years, 2021, they will be out of all their coal and they will not import any. Millennium will not be holding the bag when the market finally collapses. It will be Longview. It will be the taxpayers who will hold the bag. It will be the taxpayers that will hold the bag on all the healthcare costs that will arise. And those costs will go up. And we're not in the place to be paying for those if we cannot even pay for taking care of our people now. Instead of spending money on things like this terminal, we could spend that same amount of money on fixing the roads and bridges in Cowlitz County, which are in desperate need of fixing and employ ten times the people. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000172***

Received: 5/9/2016 2:23:48 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0000835***

Received: 5/24/2016 12:27:08 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality. Sincerely, Charles w childers None 98632

Submission Number: ***MBTL-SEPA-DEIS-0000962***

Received: 5/24/2016 5:36:10 PM
Commenter: Charles Childers
Organization:
State:

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

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0001383***

Received: 5/26/2016 7:30:17 PM
Commenter: Charles Childers
Organization:
State:

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

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001492***

Received: 5/31/2016 1:38:09 PM
Commenter: Charles Childers
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration. Sincerely, Charles w childers None 98632

Submission Number: ***MBTL-SEPA-DEIS-0001944***

Received: 6/6/2016 1:59:19 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0002118***

Received: 6/7/2016 5:14:19 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002226***

Received: 6/7/2016 7:38:12 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002333***

Received: 6/9/2016 5:25:40 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002347***

Received: 6/9/2016 5:33:52 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

Moving this project forward is important to me, my family and my community. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002362***

Received: 6/9/2016 5:46:50 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002363***

Received: 6/9/2016 5:47:21 PM
Commenter: Charles Childers
Organization:
State:

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

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. We need to move this project along. Thank you for your consideration

Submission Number: ***MBTL-SEPA-DEIS-0002473***

Received: 6/10/2016 2:17:46 PM
Commenter: Charles Childers
Organization:
State:

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

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0000220***

Received: 5/10/2016 5:01:40 PM
Commenter: Dawna Childers
Organization:
State:

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

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0000834***

Received: 5/24/2016 12:26:11 PM
Commenter: Dawna Childers
Organization:
State:

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

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community. Sincerely, Dawna C childers childersclan@comcast.net 98626

Submission Number: ***MBTL-SEPA-DEIS-0000961***

Received: 5/24/2016 5:35:40 PM
Commenter: Dawna Childers
Organization:
State:

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

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0001493***

Received: 5/31/2016 1:39:16 PM
Commenter: Dawna Childers
Organization:
State:

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

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, Dawna C childers childersclan@comcast.net 98626

Submission Number: ***MBTL-SEPA-DEIS-0001943***

Received: 6/6/2016 1:58:44 PM
Commenter: Dawna Childers
Organization:
State:

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

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002117***

Received: 6/7/2016 5:12:20 PM
Commenter: Dawna Childers
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002225***

Received: 6/7/2016 7:37:30 PM
Commenter: Dawna Childers
Organization:
State:

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

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0002332***

Received: 6/9/2016 5:25:10 PM
Commenter: Dawna Childers
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0002346***

Received: 6/9/2016 5:33:07 PM
Commenter: Dawna Childers
Organization:
State:

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

Thank you for the opportunity to state my opinions on this important issue. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0002361***

Received: 6/9/2016 5:46:19 PM
Commenter: Dawna Childers
Organization:
State:

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

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002472***

Received: 6/10/2016 2:17:16 PM
Commenter: Dawna Childers
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied, it's time to move this proposal forward! So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0000173***

Received: 5/9/2016 2:24:43 PM
Commenter: Donna Childers
Organization:
State:

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

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0000836***

Received: 5/24/2016 12:28:13 PM
Commenter: Donna Childers
Organization:
State:

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

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview’s quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thanks for considering my comments. Sincerely, Donna childers None 98632

Submission Number: ***MBTL-SEPA-DEIS-0000963***

Received: 5/24/2016 5:36:35 PM
Commenter: Donna Childers
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001382***

Received: 5/26/2016 7:29:30 PM
Commenter: Donna Childers
Organization:
State:

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

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0001491***

Received: 5/31/2016 1:36:57 PM
Commenter: Donna Childers
Organization:
State:

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

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it. Sincerely, Donna childers None 98632

Submission Number: ***MBTL-SEPA-DEIS-0001945***

Received: 6/6/2016 1:59:53 PM
Commenter: Donna Childers
Organization:
State:

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

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002119***

Received: 6/7/2016 5:14:55 PM
Commenter: Donna Childers
Organization:
State:

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

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0002227***

Received: 6/7/2016 7:38:55 PM
Commenter: Donna Childers
Organization:
State:

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

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0002334***

Received: 6/9/2016 5:26:20 PM
Commenter: Donna Childers
Organization:
State:

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

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002348***

Received: 6/9/2016 5:34:31 PM
Commenter: Donna Childers
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002364***

Received: 6/9/2016 5:47:46 PM
Commenter: Donna Childers
Organization:
State:

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

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0002474***

Received: 6/10/2016 2:18:18 PM
Commenter: Donna Childers
Organization:
State:

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

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create.

Submission Number: ***MBTL-SEPA-DEIS-0003215***

Received: 6/13/2016 6:40:48 PM
Commenter: Ella Childers
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000108***

Received: 5/5/2016 9:53:33 PM
Commenter: J Childers
Organization:
State:

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

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project. Sincerely, jeff childers childersclan@comcast.net 98626

Submission Number: ***TRANS-LV-Q1-00056***

Received: 5/24/2016 12:00:00 AM
Commenter: Jacob Childers
Organization:
State:

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

Submission Text

My name is Jacob Childers. I'm the son of Jeffery Childers, an employee at Millennium Bulk Terminals. I just wanted to say that I actually grew up on Willow Street in South Kelso next to the railroad tracks where coal was being transported, and I was unaware of the coal because I didn't see any coal dust. I never was aware of any signs of coal and any health problems are my own fault when you consider eating, no exercise. I have no health problems caused by coal or coal dust. One thing that bothers me with people who are against coal is they want to be against coal for the reason that nothing good comes of it, yet they don't realize a lot of pieces of their cell phones have coal particles in them or coal byproduct, the water bottles they drink out of is a coal byproduct, the plastic chairs they use to sit on is also a coal byproduct, a lot of rainproof clothing is coal byproduct. So I just want to bring more awareness to the public that by banning this material, they could be losing a lot of resources just like the water bottles and plastic chairs, the plastic spoons and forks that get used in cafeterias. So, by losing the coal in this industry, we'll be losing a lot more than just jobs. That's all I have to say. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000107***

Received: 5/5/2016 9:52:54 PM
Commenter: Jeff Childers
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. In regards to coal dust & human health impacts: Please refer to the American Lung Association’s report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thanks for considering my comments. Sincerely, jeff childers

Submission Number: ***MBTL-SEPA-DEIS-0000113***

Received: 5/5/2016 10:01:05 PM
Commenter: Jeff Childers
Organization:
State:

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

he proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment. Sincerely, Jeffery w childers childersclan@comcast.net 98626

Submission Number: ***TRANS-LV-M2-00086***

Received: 5/24/2016 12:00:00 AM
Commenter: Jeff Childers
Organization:
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 Jeff Childers (phonetic). I'm from Kelso, Washington, Cowlitz County. And I've lived in the Longview/Kelso area for 45 years. And now my wife and I are raising our children here. I live on five acres and enjoy spending time outdoors. I have been involved in coaching baseball, basketball in this community and am grateful that me and my children get to grow up in this area.

This area needs more consistent family-wage jobs. Jobs that a person can work until retirement. Stable jobs at a family wage are difficult to find here. We've lived right next to the railroad track in Kelso for nine years. And in those nine years we never had any issue with coal dust on our houses or in our yard.

We currently have coal trains that come through our community and dust has not been a problem. I know firsthand that Millennium is a great fit for this community. It is the best place I have ever worked. Millennium is family conscious and they care about their employees. Millennium is already invested in this community. Please issue a final EIS and grant Millennium's permits. Our community needs these jobs.

Thank you.

Submission Number: ***TRANS-LV-Q1-00005***

Received: 5/24/2016 12:00:00 AM
Commenter: Jeff Childers
Organization:
State:

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

Submission Text

My name is Jeff Childers. I've lived in the Longview/Kelso area for 45 years and now my wife and I are raising our children here. We live on five acres and enjoy spending time outdoors. I've been involved in coaching baseball and basketball in this community and I am grateful that my children get to grow up in this area. This area needs more jobs that are consistent family-wage jobs, jobs that a person can work until retirement age. Stable jobs are difficult to find. We lived right next to the railroad in Kelso for nine years and never had any issue with coal dust on our house or in our yards. We currently have coal trains that come through our community and dust has not been problem. I know firsthand that Millennium is a great fit for this community. It is the best place I have ever worked. Millennium is family conscious and they care about their employees. Millennium is already invested in this community. Please issue a final EIS and grant Millennium's permits. Our community needs these jobs.

Submission Number: ***TRANS-PASCO-M1-00026***

Received: 6/2/2016 12:00:00 AM
Commenter: Jeff Childers
Organization:
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 for having me today. My name is Jeff Childers (phonetic). I live in Cowlitz County. I have lived in the Longview/Cowlitz area for 45 years, and now me and my wife are raising our children there. We live on five acres, enjoy spending time outdoors. I'm involved in coaching baseball, basketball in the community, and I am grateful that my children get to grow up in the area that I grew up in.

This area needs more jobs that are consistent family-wage jobs. The kind of jobs that a person can work until retirement age, stable jobs at a family wage are difficult to find.

We lived right next to the railroad tracks for nine years in Kelso and had no issue of coal dust on our house or our property. We currently have coal trains that come through our community and dust has not been a problem.

I know firsthand that Millennium is a great fit for this community. It is the best place I have ever worked. Millennium is family conscious and they care about their employees. Millennium has already invested in this community.

Please issue the final EIS and grant Millennium its permits. Our community needs thee jobs.

Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000171***

Received: 5/9/2016 2:22:54 PM
Commenter: Jeffery Childers
Organization:
State:

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

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0000833***

Received: 5/24/2016 12:25:02 PM
Commenter: Jeffery Childers
Organization:
State:

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

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we’re quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments. Sincerely, Jeffery w childers childersclan@comcast.net 98626

Submission Number: ***MBTL-SEPA-DEIS-0000960***

Received: 5/24/2016 5:34:57 PM
Commenter: Jeffery Childers
Organization:
State:

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

Bring the never-ending studies and ever-expanding permitting costs to a close â€" and move on to a permit decision. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0001384***

Received: 5/26/2016 7:30:57 PM
Commenter: Jeffery Childers
Organization:
State:

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

t's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0001494***

Received: 5/31/2016 1:41:49 PM
Commenter: Jeffery Childers
Organization:
State:

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

would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage? If people insists we can do better.

Submission Number: ***MBTL-SEPA-DEIS-0001942***

Received: 6/6/2016 1:57:49 PM
Commenter: Jeffery Childers
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0002224***

Received: 6/7/2016 7:36:23 PM
Commenter: Jeffery Childers
Organization:
State:

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

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0002331***

Received: 6/9/2016 5:24:33 PM
Commenter: Jeffery Childers
Organization:
State:

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

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further dela

Submission Number: ***MBTL-SEPA-DEIS-0002345***

Received: 6/9/2016 5:32:36 PM
Commenter: Jeffery Childers
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002360***

Received: 6/9/2016 5:45:51 PM
Commenter: Jeffery Childers
Organization:
State:

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

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002471***

Received: 6/10/2016 2:16:29 PM
Commenter: Jeffery Childers
Organization:
State:

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

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***TRANS-LV-M2-00077***

Received: 5/24/2016 12:00:00 AM
Commenter: Rebecca Childers
Organization:
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 Rebecca Childers (phonetic), and I live in Cowlitz County. I agree with the DEIS. I think we should move it forward. I used to live by the train tracks for nine years, and over that nine years did I ever find any black residue?

We used to play out in the backyard every day and never did I have a breathing problem. The DEIS should definitely go forward. It would create more jobs which we need. Millennium is one of the best things for Cowlitz County. They care about the community.

They care about their workers and they care about bringing jobs to Cowlitz County. So I hope that you bring the DEIS forward.

Submission Number: ***MBTL-SEPA-DEIS-0000219***

Received: 5/10/2016 5:00:22 PM
Commenter: Rebekah Childers
Organization:
State:

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

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0001738***

Received: 6/1/2016 9:05:04 PM
Commenter: Aaron Choate
Organization:
State: Washington

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

Submission Text

To Whom It May Concern at Cowlitz County administration and the Washington State Department of Ecology: Thank you for considering public comments on this coal terminal proposal carefully. I empathize very much with the concerns of the local community in their desire for temporary and other jobs that would be created, though respectfully disagree that a terminal built as proposed will have the positive effects expected by some community members there. In fact, the long term effects of such a terminal, if built, would be devastating not only for the community in Cowlitz County, but for people across the Pacific Northwest, for people in China, and for global citizens everywhere. Instead, i advocate for clean, green jobs to be brought to the community and for heeding of the voices of elders who remember the earlier pollution of the Columbia River and other local environmental abuses of the past. As i am sure you have heard from many other commentators, this project should be rejected on ethical grounds related to what we know about anthropogenic global warming and a whole host of other negative factors including: -coal dust/debris contamination and lung inhalation during and after would-be rail transport -would-be coal burnt in China degrading not only Chinese, but also United Statesian and global air quality, fisheries, waters, and ecosystems -destruction/rape of the land in the regions where coal is extracted (Wyoming, N.Dakota, S. Dakota, etc.--perhaps not for this project specifically, but coal export is tied to the egregious practice of Mountain Top removal in W. Virginia/Appalachia) -coal companies' own data showing that even when treated, coal dust escapes from trains in large quantities (e.g.: http://farm8.staticflickr.com/7354/8963215799_28dc2c7623_z.jpg) Lastly, it is simply not a good financial decision to continue to mine and export coal, as this Seattle Weekly and many other articles have argued: http://www.seattleweekly.com/news/the-last-remaining-coal-terminals-last-chance-for-public-comment-2559319/ Attached photo credits and URLs below. Thank you for reading, and i hope you will do the right thing by preventing the building of this proposed coal export terminal, -Aaron Choate & Family- Seattle, Washington and Portland, Oregon Photo 1 - Sightline Institute: http://sightline.wpengine.netdna-cdn.com/wp-content/uploads/2012/07/dust-with-paddle.jpg Photo 2 - An Australian news source: http://resources0.news.com.au/images/2012/11/13/1226516/151796-coal-particulates-graphic.jpg Photo 3 - Considering children and future generations. coaltrainfacts.org Source URL: http://www.coaltrainfacts.org/docs/Breathe.jpg

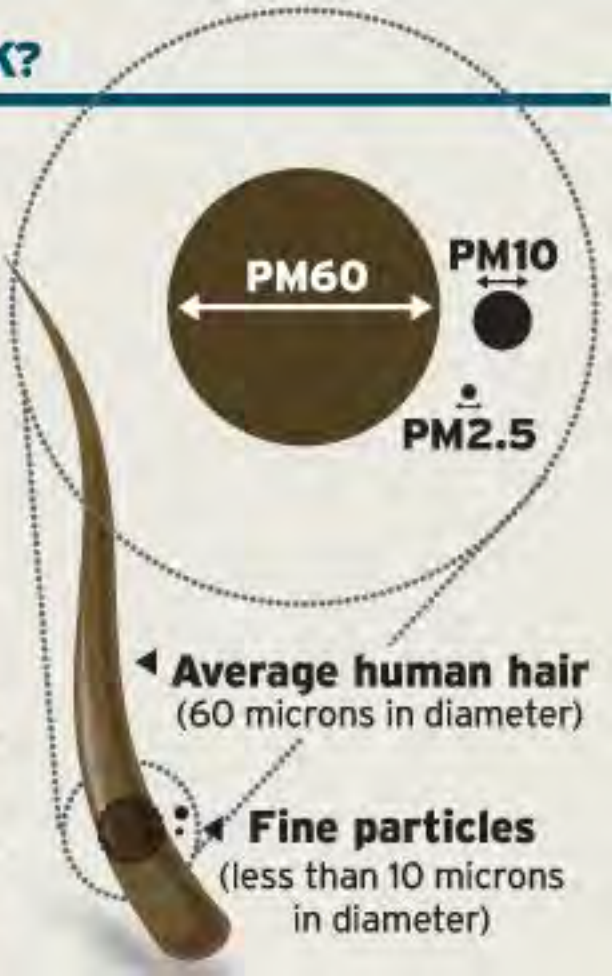
Choate, Aaron (1738)

Choate, Aaron (1738)

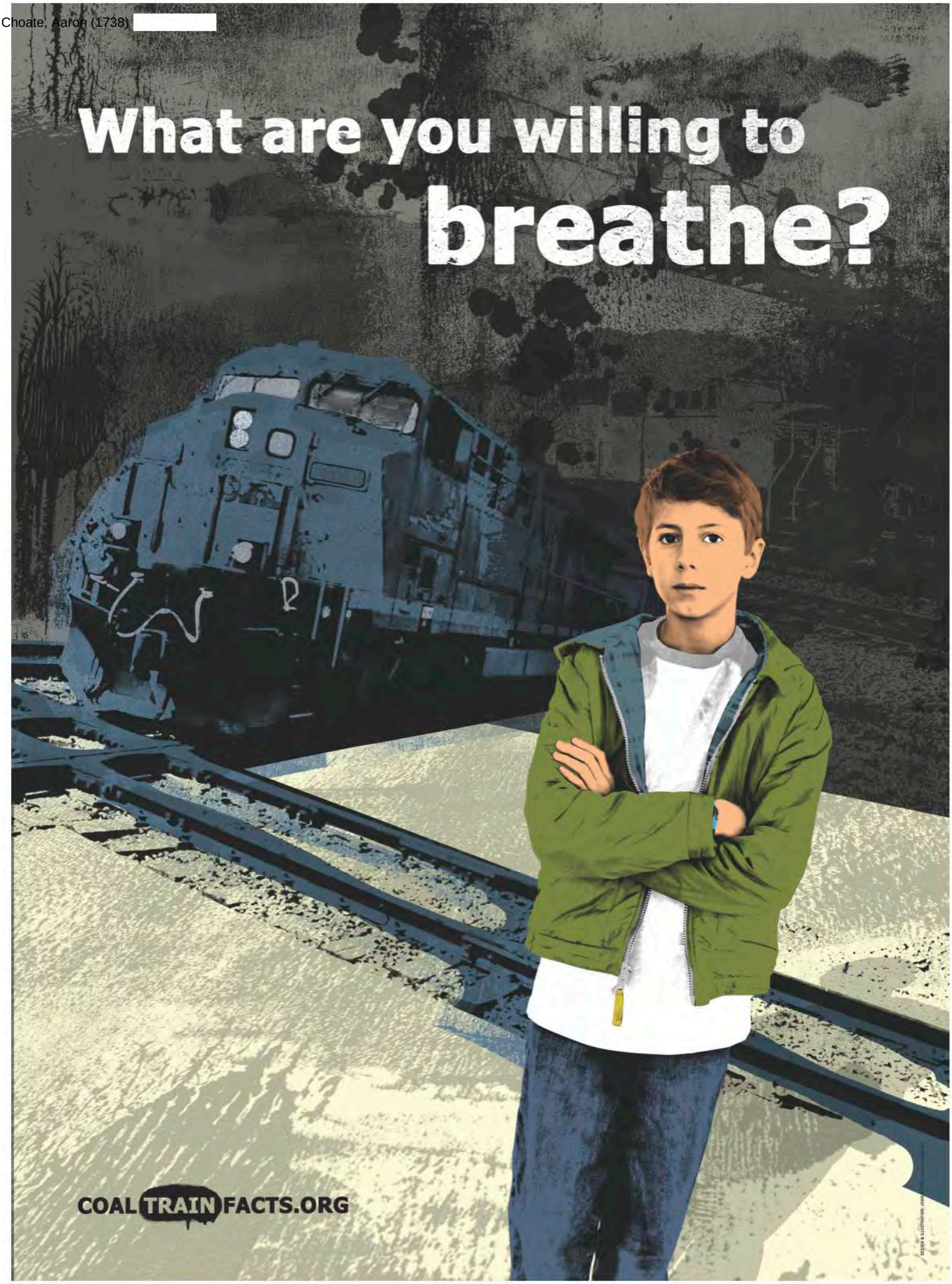
COAL PARTICULATES: A HEALTH RISK?



- Fine particle size is measured by PM (Particulate Matter)
- Smaller than a human hair
- Carried by the wind
- PM10 and less can remain in the air for several days
- Can cause respiratory problems
- Could pose a risk of long-term lung and heart disease
- PM10 particulates lodge in the upper respiratory system, causing coughs, asthma and bronchitis
- PM2.5 and smaller particulates lodge in lungs and bloodstream with unknown health implications



Choate, Aaron (1738)



Submission Number: ***MBTL-SEPA-DEIS-0001364***

Received: 5/26/2016 7:20:45 PM
Commenter: Brett Christensen
Organization:
State:

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

I appreciate the opportunity to weigh in on this development project in Longview. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0000595***

Received: 5/19/2016 6:50:21 PM
Commenter: Chris Christensen
Organization:
State:

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

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0000679***

Received: 5/23/2016 12:20:02 PM
Commenter: David Christensen
Organization:
State:

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

Submission Text

Moving this project forward is important to me, my family and my community. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000682***

Received: 5/23/2016 12:23:25 PM
Commenter: JAYNE CHRISTENSEN
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0003243***

Received: 6/13/2016 7:07:28 PM
Commenter: Sheri Christensen
Organization:
State: Washington

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

Submission Text

I want to voice my support for the proposed Millennium Bulk Terminal export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0003318***

Received: 6/13/2016 8:28:55 PM
Commenter: Sheri Christensen
Organization:
State: Washington

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Christensen, Steve (3240)

Submission Number: ***MBTL-SEPA-DEIS-0003240***

Received: 6/13/2016 7:06:21 PM
Commenter: Steve Christensen
Organization:
State: Washington

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

I want to voice my support for the proposed Millennium Bulk Terminal export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

I am chair of the 8th LD Democratic Organization. (Washington's 8th LD contains the cities of Richland, West Richland, and most of Kennewick – right across the Columbia River from the Center.) I have lived in the Tri-Cities in 1981, when I was hired by Rockwell Hanford Operations as an Advanced Engineer on the Basalt Waste Isolation Project.

It is very important that "Greenhouse Gas Emissions and Climate Change" impacts have been considered in the DEIS.

I ask that all permits for the Longview coal export terminal be denied. Science has firmly established that humanity's burning of fossil fuels like coal is causing climate change. This is well understood by ecologists, climatologists, energy experts, engineers, and scientists who work at PNNL and Hanford-related businesses in the 8th LD. The Democratic Party intends to stop climate change. Our 2016 State Convention on June 18th will adopt a powerful "Energy, the Environment, and the Climate Crisis" platform plank. The State Party formally acknowledged the global climate crisis two years ago in Spokane, where Governor Inslee called on the assembled delegates for "Action This Day"!

The 8th LD lies immediately adjacent to, and contains portions of, one of the most beautiful areas in our state, the Hanford Reach National Monument. This magnificent expanse of pristine eastern Washington shrub-steppe habitat -- like the rest of Earth, humanity's cradle and our common home -- is threatened with extinction by climate change. We have much to lose.

On the other hand, no community in Washington State has more to gain from seriously tackling climate change than the 8th LD. At the UN Climate Change Conference in Paris last December, top climate scientists – including James Hansen, who was head of the NASA Goddard Institute for Space Studies from 1981 to 2013 – stated that rapid expansion of nuclear energy production capacity must be part of the world's response to climate change. The International Energy Agency estimates that if the U.S. is to achieve the target set for it in Paris – i.e., reduce our nation's GHG emissions consistent with an international effort that limits maximum warming to 2°C – then $8 trillion must be invested in the construction of nuclear plants between now and 2050, together with $20 trillion for the renewables wind and solar!

Thank you.

John Christenson
6818 W. Arrowhead Ave.
Kennewick, WA 99336
509-783-0282
johnchri@charter.net

Nuclear energy technology and operations have long been a mainstay of the Tri-Cities economy, because of Hanford.

Submission Number: ***MBTL-SEPA-DEIS-0002773***

Received: 6/13/2016 2:16:28 PM
Commenter: Leonard Christian
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003008***

Received: 6/13/2016 4:32:56 PM
Commenter: Leonard Christian
Organization:
State: Washington

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

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-PASCO-M1-00033***

Received: 6/2/2016 12:00:00 AM
Commenter: Cleo Christiansen
Organization:
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 Cleo Christiansen (phonetic). I live in Longview, Washington. I've lived there all my life. Longview used to be a really good place to live, lots of jobs. We had good -- Columbia River had a lot of mills. And my husband and I worked for mills. But now, there's just very low paying jobs. And Cowlitz County is number one in Washington on bad drug problems. And Millennium is offering good, good jobs. They're a good company. My daughter works for them, and we support them -- my family supports them. And they are doing everything they can for regulations to -- for coal. And I hope and pray that Washington state will be -- I know they abide by the regulations for all of this. But the permits, they need to start really thinking about the people and jobs more. And I know environment is important. I do support Millennium.

Thank you.

EVENT HOST: Thank you for your comments, appreciate that.

Submission Number: ***MBTL-SEPA-DEIS-0003310***

Received: 6/13/2016 8:20:41 PM
Commenter: Steve Christiansen
Organization:
State: Washington

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***TRANS-PASCO-M2-00002***

Received: 6/2/2016 12:00:00 AM
Commenter: John Christianson
Organization: The 8th Legislative Democratic Organization, Chair
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 John Christianson. I'm chair of the 8th Legislative Democratic Organization which includes Richland, West Richland, and most of Kennewick right across the Columbia River from the center.

It is very important that greenhouse gas emissions and climate change impacts have been considered in the Draft EIS. I ask that all permits for the Longview coal export terminal be denied.

Science has firmly established that burning fossil fuels like coal is causing climate change. This is well understood by ecologists, climatologists, energy experts, engineers and scientists who work at PNML, and Hanford-related businesses in the 8th legislative district.

If you told me life and (inaudible) one of the most beautiful areas in our state, the Hanford Reach National Monument. This site (inaudible) pristine Eastern Washington (inaudible). Like the rest of you heard, (inaudible) and our common home is threatened with extinction by climate change. We have much to lose.

On the other hand, no community in Washington State has more to gain from tackling climate change than the 8th Legislative District. Nuclear energy technology operations have long been a mainstay of the present economy because of Hanford. At the U.S. Climate Change Conference last December, top climate scientists stated that rapid effects of nuclear energy production capacity must be part of the world's response to climate change. The International Energy Agency said that if the U.S. is to achieve the target set in Paris, then eight million dollars must be invested in construction of nuclear plants.

Submission Number: ***MBTL-SEPA-DEIS-0001375***

Received: 5/26/2016 7:25:30 PM
Commenter: Christina
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***TRANS-LV-M2-00065***

Received: 5/24/2016 12:00:00 AM
Commenter: Christina
Organization:
State: Washington

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

Good evening. My name is Christina. I live in Castle Rock, Washington. Cowlitz County, I grew up in Kelso. I've been here all of -- excuse me, 45 years of my life. And I am very much in support of this project.

I'm also a union electrician. I served an apprenticeship right here in the Longview/Kelso area. Unfortunately, I have not been able to work in this area probably for the past ten years. I have commuted to the greater Portland/Vancouver area.

I get on the freeway in the morning, six o'clock, along with a multitude of other people headed south. That in itself should be an environmental study. Okay? If those people were staying here working here, there would be less emissions along the freeway.

I also have a Bachelor's degree in business management from Washington State University. And what I'd like to say about jobs, jobs, jobs, which you've been hearing, it's more than just jobs for the Longview/Kelso area.

When we have a company like Millennium come in and plant itself, it's everything around it that grows. It's the small businesses, it's the schools, it's the attraction of good doctors, quality teachers, which we are very much lacking here, and I would like to see -- I have two children in the school district.

And, I'm sorry, it's very difficult to attract quality teachers. They go to Olympia and they go to Vancouver. They don't come here. It's true. These are facts. So I would like to see Millennium build this facility here. I would like to see Longview grow. I would like to see more jobs just like everybody else and I would like to see less people commuting to Vancouver and Portland.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001951***

Received: 6/6/2016 2:04:03 PM
Commenter: Cleo Christison
Organization:
State:

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

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0000155***

Received: 5/9/2016 1:33:39 PM
Commenter: George and Cleo Christison
Organization:
State:

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

Thank you for the opportunity to state my opinions on this important issue. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0000464***

Received: 5/17/2016 7:34:31 PM
Commenter: david christmas
Organization:
State:

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

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

The Oregon Conservancy Foundation

19140 SE Bakers Ferry Rd., Boring Oregon 97009-9158
P. O. Box 982, Clackamas, Oregon 97015
Email: cnsrvncy@cascadeaccess.com
Phone: (503) 637- 6130

BEFORE THE WA STATE DEPARTMENT OF ECOLOGY AND COWLITZ COUNTY
Testimony of Cathryn Chudy, Oregon Conservancy Foundation
May 24, 2016

My name is Cathryn Chudy. I live in Vancouver, WA and I have been a therapist with suicidal children for 30 years. The physical health of children affects their mental health. I am concerned about the significant amounts of airborne pollutants and related disease from diesel engines and coal dust that will affect the health of citizens, especially children, along the rail communities and in Longview should this terminal be built.

As a health professional, I am concerned that the DEIS does not incorporate a Health Impact Assessment for the public to review and comment on prior to the final EIS being completed. Diesel particulate matter, coal dust, and noise exposure are associated with a wide range of serious health effects. Given that the DEIS does confirm significant adverse and unavoidable risks and impacts to human health, I urge the Washington Department of Ecology and Cowlitz County to select the “No Action” alternative in the Final EIS.

I am also a Board member of the Oregon Conservancy Foundation, which raises awareness about the risks and impacts of global warming. Rail and vessel emissions from transporting 44 million tons of coal every year through rail communities and into Longview will turn this terminal, should it be built, into one of the biggest greenhouse gas emitters in Washington state. This directly contradicts clean energy and fossil fuel transition policies recently passed in our state. The Washington Department of Ecology and Cowlitz County have a unique opportunity to protect our children and grandchildren from the future ravages of global warming impacts by doing the right thing as deciders on this proposed coal export terminal in Longview.

I urge you to take seriously your obligation to ensure the health and future well being of all of us by doing the right thing: say a final “No” to this proposal.

And the cost of a thing is the amount of what I will call life which is required to be exchanged for it, immediately or in the long run.
– Henry David Thoreau

Submission Number: ***TRANS-LV-M2-00085***

Received: 5/24/2016 12:00:00 AM
Commenter: Cathryn Chutney
Organization:
State: Washington

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

Good evening. My name is Cathryn Chutney (phonetic). I live in Vancouver, Washington, and I have been a therapist for suicidal children for 30 years -- the physical health of children affects their mental health.

I am concerned about the significant amounts of airborne pollutants and related disease from diesel engines and coal dust that will affect the health of citizens especially children along the rail communities and in Longview should the terminal be built.

As a health professional, I'm concerned that the DEIS does not incorporate a health impact for the public to review and comment on prior to the final EIS to being completed. These particulate matter, coal dust, and noise exposure are associated with a wide range of serious health effects. Given this, the DEIS does confirm significant and unavoidable risks and impacts to human health, I urge the Washington Department of Ecology and Cowlitz County to select the no action selection in the final EIS.

I'm also a board member of the Oregon Conservancy Foundation, which raises awareness about risks and impacts of global warming. Rail and vessel emissions from transporting 44 million tons of coal through rail communities and into Longview will turn this terminal, should it be built, into one of the highest greenhouse gas emitters in Washington state.

This directly contradicts clean energy and fossil fuel transition policy recently passed in our state. The Washington Department of Ecology and Cowlitz County have a unique opportunity to protect our children and grandchildren from the future ravages of global impact by doing the right thing as deciders on the proposed import/export terminal.

I urge you to ensure the health and future of all of us by doing the right thing and say a final no to this proposal. As Henry David Thoreau said, And the cost of the thing is the amount of what I will call life which is required to be exchanged for it, immediately or in the long run.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000195***

Received: 5/10/2016 4:17:11 PM
Commenter: Susan Clarion
Organization:
State: Montana

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

I most definitely oppose the construction and operation of the marine terminal for export of coal in Cowlitz County, Washington. China has declared it's intention to cut down on it's use of fossil fuels over the next few years, so there is a poor investment for our economy. Also the consequences to our environment and health are in dire threat by coal burning and the increased transportation of coal through our communities. Thank you for this comment period. Susan Clarion

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

Received: 6/2/2016 12:00:00 AM
Commenter: Dan Clark
Organization:
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 Dan Clark. I've lived in the Tri-Cities for 37 years. First, thank you for all of the hard work you've done in producing the Draft Environmental Impact Statement. I've read the first 59 pages and the summaries of the related sections. It's impressive. Thank you for also using a broad framework in your analysis, Cowlitz County, Washington State, and the western region, and thank you for coming to the Tri-Cities and taking our testimony.

Second, I know about coal trains. I grew up, in part, in West Virginia. I remember long coal trains parked five, ten, 15 minutes at crossings, blocking cars and foot traffic. So I support your analysis that trains on at-grade crossings would have an unavoidable, significant adverse affects in Cowlitz County.

My question is how many at-grade crossings would coal trains traverse throughout the state and which of those are high traffic and high impact crossings?

We have several in town including (inaudible), Edison Street, Kellogg Street, Finely Road. What's the likely impact in Yakima, Prosser, Pasco, and Spokane? You should include this in the draft statement.

A related issue is the unavoidable adverse impacts of train whistles. How many of these statewide crossing are located in populous areas? What would the cumulative effect of increased train traffic be on these communities? How many times a day would residents have to endure the noise? It has to do with livability and lifestyle.

So, in summary, please identify at-grade crossing impacts statewide and, please, take these factors into consideration when making your final decision. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001623***

Received: 5/31/2016 5:59:09 PM
Commenter: Inez Clark
Organization:
State:

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

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0000283***

Received: 5/10/2016 6:50:57 PM
Commenter: John Clark
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0001774***

Received: 6/2/2016 4:55:12 PM
Commenter: Juanita Clark
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0001180***

Received: 5/25/2016 8:11:11 PM
Commenter: lance clark
Organization:
State: Washington

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

Submission Text

This should be allowed to proceed with expediency. The government of Washington has for too long stifled growth through onerous regulations. Coal dust is a non-issue, companies dont want to lose their product. Greenhouse gases, well how much is produced to manufacture and install a windmill (mining ore, processing to make metal, polymers(oil),transport, etc.)I'll help you, the amount of power generated by a wind turbine will never cover the cost of installing it(mining through it producing electricity)as per greenhouse gas. For those who are against it, i'll listen to your arguments when you stop using items produced from oil, mining,ranching,agriculture,hydroelectric and or items transported by truck or rail. Trains moving equals economic improvement.

Submission Number: ***MBTL-SEPA-DEIS-0000158***

Received: 5/9/2016 1:40:06 PM
Commenter: Peter Clark
Organization:
State:

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

Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0001243***

Received: 5/26/2016 6:14:37 PM
Commenter: Will Clark
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0000716***

Received: 5/23/2016 1:07:30 PM
Commenter: Lela Claussen
Organization:
State:

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

Thank you for the opportunity to reach out on this important issue. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0002962***

Received: 6/13/2016 3:34:15 PM
Commenter: April Clayton
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000622***

Received: 5/19/2016 7:36:41 PM
Commenter: Burton Clements
Organization:
State:

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

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough now it is time to move forward with a fair process for permitting.

Submission Number: ***MBTL-SEPA-DEIS-0001022***

Received: 5/24/2016 6:11:56 PM
Commenter: Connie Clements
Organization:
State:

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

Moving this project forward is important to me, my family and my community. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0000958***

Received: 5/24/2016 5:33:50 PM
Commenter: Bonnie Clemetson
Organization:
State:

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

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003391***

Received: 6/14/2016 12:50:41 AM
Commenter: Klint Cleveland
Organization:
State:

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

Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer. Sincerely, Klint cleveland Klintc@gmail.com 59840

Submission Number: ***MBTL-SEPA-DEIS-0000152***

Received: 5/9/2016 1:27:48 PM
Commenter: Bud Clinch
Organization:
State:

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

I am writing to pass on my support for the Millennium Bulk Terminal at Longview. Already, through efforts by the developers the property is a much improved industrial site. While some people have tried to make coal transportation an issue, the fact of the matter is, it has been happening for decades without any environmental consequences. All this clamor about coal dust is a non issue. Past studies have shown that coal dust is a very minor particulate pollutant in the areas where the coal has been transported. And the bulk storage techniques proposed assure minimal fugitive dust. Much greater threats exist from automobile tire particles , metal particles, and soil. Coal cars have been aerodynamically groomed and sprayed with a dust preventative surfactant for years. The objections about coal dust are coming from environmentalists speaking on their "no development-no where" conviction rather than scientific fact. An overwhelming majority of the state supports coal exports. Environmental requirements exist to assure compliance. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Embrace the improvement of an old industrial property being redeveloped. Keep the review to what is scientific and factual. The review should not be a popularity contest or driven by environmental obstructionists. And as far as trying to evaluate the speculative impact to "Climate Change"; just remember the Asian countries are going to develop and burn coal. If not from America then they will get it from Australia, New Zealand, Indonesia, or else where. This export facility will not increase their consumption of coal. So the net effect on climate change is "0".

Submission Number: ***MBTL-SEPA-DEIS-0003341***

Received: 6/13/2016 9:18:14 PM
Commenter: Raney Close
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

CLOUD PEAK ENERGY®

June 10, 2016

MBTL SEPA Draft EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, Washington 98104

To Whom It May Concern:

Introduction to Cloud Peak Energy, Its Throughput Option at MBT and Experience as a Leading Supplier to Asian Utilities

Cloud Peak Energy Inc. ("CPE") is headquartered in Wyoming and is one of the largest U.S. coal producers, with three owned and operated award-winning surface mines located in the Powder River Basin ("PRB") in Wyoming and Montana. In 2015, CPE paid approximately $303 million in taxes, royalties and other payments to the federal and local governments, while incurring a net loss for 2015 of $204 million. CPE is widely recognized for its exemplary performance in its safety, reclamation, and other environmental programs, and is a sustainable fuel supplier for approximately three percent of the nation's electricity. CPE's approximately 1,500 employees mine low sulfur, sub-bituminous coal and provide logistics supply services. In 2015, CPE shipped approximately 75 million tons from its three mines to customers located throughout the U.S. and around the world. CPE also owns rights to substantial undeveloped coal and complimentary surface assets in the Northern PRB. CPE has a throughput option agreement for up to 7.7 million tons of capacity per year upon completion of the Millennium Bulk Terminals ("MBT"). CPE has been the largest single exporter in recent years of low sulfur coal from the PRB to East Asian countries that have included, among others, Japan, South Korea, and Taiwan. PRB coal is supplied to Asian countries as a swing supplier depending on the pricing environment, offsetting coal that would otherwise be purchased by those countries from alternative coal basins. As a result of being a swing supplier and depressed seaborne coal prices, CPE is not currently exporting coal to Asia.

Flawed Assumptions in Draft EIS

As a leading coal industry participant with experience and expertise supplying Asian electric utilities, CPE would like to offer comments on the flawed and inaccurate assumptions included in draft Environmental Impact Statement ("EIS") for MBT regarding several issues including alleged CO_2 emissions levels associated with potential coal exports from MBT. Specifically, as discussed below:

- Coal is incorrectly identified in the DEIS as a "hazardous material". There is no regulatory basis for this designation and any such reference to coal in the DEIS must be removed or corrected.

- Regardless of whether MBT is constructed or how may tons of PRB coal may become available through MBT, Asian countries are continuing to build modern, efficient, and clean-burning coal-fired electric generating plants to provide reliable, affordable, safe, and diverse sources of power to their growing economies and to provide their growing populations with access to modern and healthy lifestyles afforded by low-cost power.

- Even at full capacity, coal shipped through MBT to Asian countries would be immaterial by any standard compared to the vast overall coal demand of those countries.

- Any notion, as erroneously included in the draft EIS, that coal shipped through MBT would somehow increase overall coal burn by Asian utilities and associated emissions is baseless and not supported by the facts.

- To the extent PRB coal is shipped through MBT to Asian countries, it would replace, not increase, coal that would otherwise be supplied by alternative coal basins.

- CPE's PRB coal would compete primarily against lower quality Indonesian sub-bituminous and lignite coal. Given logistical economics, PRB coal would first displace Indonesia in the North Pacific countries of Japan and South Korea. Any notional Indonesian surplus coal would then seek other Asian customers, most likely in India, where it would hold a heat content and overall quality advantage over native Indian coal. Since higher heat content coal presents lower Greenhouse Gas emissions ("GHGE") than lower heat content coals, the introduction of PRB coal for Asian customers would raise the overall average quality of coal and result in a net reduction of GHGE. Further, Japan and South Korea operate and are building among the most efficient and environmentally controlled coal-fired power plants in the world. These are the plants that would utilize PRB coal.

- PRB coal is mined by industry leading producers who operate some of the safest and most heavily regulated mines in the world and would likely replace lower quality Indonesian coal that would otherwise be burned, resulting in substantial positive environmental impacts by allowing shipments of PRB coal through MBT.

- Requiring GHGE Mitigation Constitutes Regulatory Overreach. Where the causal relationship between a proposed action and an adverse impact is speculative or remote, then there is no basis for an agency to exercise its SEPA substantive

authority. And where an adverse impact is caused by a proposed action, any proposed mitigation condition must be proportionate to the nature and extent of that impact. In this DEIS Ecology fails to identify any climate change impact that would be caused by the MBT project. In addition, Ecology fails to justify how it exercises its SEPA substantive authority where the very impacts that agency seeks to mitigate will occur with or without the MBT project.

Discussion

Coal is not a hazardous material under any legal definition in state or federal law.

The DEIS erroneously lists coal as a hazardous material. All statements of this type should be removed from the EIS. Specifically, Chapter 3, Section 3.6. Page 3.6-22. Remove the last bulleted item in a list of hazardous materials on site during operations that states "Coal handled during facility operations and during transportation".

U.S. Coal Exports to Asia Would Not Lead to Increased Green House Gas Emissions.

CPE has unparalleled expertise regarding U.S. coal exports to Asian countries that would be served by MBT. No other company has exported as much coal from the PRB to those countries in any given year as CPE. Having said that, export terminal capacity restrictions have meant that in no year since CPE became a publicly traded company in 2009 has it exported more than 5 million metric tonnes. Given that the International Energy Agency predicts global demand for coal will grow to exceed 9 billion metric tonnes, even were MBT exports to reach their full capacity, they would constitute a figurative drop in the bucket in terms of both global and East Asian coal demand. We attach for your information the IEA's 2014 Coal Report, the most recent available.

Asian countries that could conceivably be served by coal exports from MBT could easily meet their coal requirements from a number of sources other than the U.S., including Russia, Colombia, Indonesia, Australia, and China. Therefore, any projection for growth in GHGE or global GHGE levels attributed to U.S. coal exports from MBT is completely baseless and contrary to market realities. Currently, depressed seaborne coal prices as well as a strong U.S. dollar make exports from the PRB temporarily unprofitable. Even in prior periods with more robust seaborne coal prices, PRB coal remained a swing supplier to East Asia based on transportation costs and variations in coal quality and heat content across competing coal basins. There are three key lessons that should be drawn from this that categorically demonstrate the falsehood of the premise the U.S. coal exports from MBT would lead to *any* increase in GHGE:

1) Despite the fact that there are currently no coal exports from the PRB to those East Asian countries that MBT would supply, seaborne coal prices remain low;

2) Coal-fired power plants are being built throughout Asia to meet growing demand for electricity, yet coal prices remain low;

3) Despite projected demand growth for coal in Asia and despite the fact that numerous coal-fired power plants are being built across the region, coal producers in the region from China to Indonesia to Australia are still closing coal mines.

These facts tell the very clear story that sufficient supplies of coal exist within the region to meet Asian demand without any U.S. coal exports and that coal consumers, i.e., Asian electric utilities, are sufficiently confident in long term pricing to see coal as a preferred fuel source for decades to come. Thus, the draft EIS' suggestion that U.S. coal exports from MBT would *add* to global GHGE is false and cannot be supported based on the facts. U.S. coal exports from MBT would replace coal volumes that might otherwise be supplied by other international coal basins when prices rise to the point where U.S. coal exports become competitive. When competitively priced, these countries are expected to purchase coal from the U.S. because of the higher heat content and low sulfur content of PRB coal and to enhance supply diversity and energy security. However, sufficient overall capacity exists to meet demand with or without the relatively small amount of U.S. coal exports that East Asia has witnessed over the last ten years. The fact that governments and utilities across the region are making long term investment decisions based on coal utilization at a time when U.S. coal exports are not supplying their needs underscores this fact.

This brings us to another important point with regards to GHGE where the draft EIS again reflects false and inaccurate information. While U.S. coal exports from MBT would not be incremental coal consumption volume but instead replacement for production from other countries, that replacement would have important positive environmental impacts. PRB coal exported from MBT would, from a cost and quality perspective, compete with Indonesian sub-bituminous coal. At competitive price points, PRB coal provides two important environmental impact benefits versus Indonesian sub-bituminous coal:

In the first place, on a tonne per tonne basis, PRB exports from CPE's Spring Creek Mine, for example, exceed Indonesian heat content by up to several hundred BTU's (British Thermal Units) per tonne in some cases. Coal with higher heat content generally presents lower GHGE than coal with lower heat content. As Asia builds more and more High Efficiency Low Emissions ("HELE") Ultra Supercritical coal plants, the higher thermal value of PRB coal will enhance plant efficiency versus use of competitive Indonesian coal, thus, on a tonne per tonne basis, PRB "replacement" coal will generate lower relative GHGE, thus leading to lower global GHGE levels.

Secondly, on a tonne per tonne basis, PRB coal contains lower sulfur content than competitive Indonesian coal. For example, CPE's main source of export coal is its Spring Creek Mine, coal from which has an average sulfur content of 0.37% vs competitive Indonesian sub-bituminous and lignite coal with as much as 1.0% sulfur, or more than double the content. Lower sulfur content allows for the lower cost operation of scrubbers in coal plants and would allow for lower cost of operations in future plants operating with

Carbon Capture equipment for sequestration or utilization. In other words, PRB "replacement" coal would incentivize GHGE reductions in those countries it supplies, thus *making MBT coal exports effectively net GHGE negative.*

To summarize, the Draft EIS assumptions that U.S. coal exports from MBT would lead to *any* increase in Asian coal demand or CO_2 or other GHG emissions is false because of the following facts:

1) Asian coal demand is expected to lead global coal demand growth over the coming decades and the decisions driving that growth and the power plant construction that affirms it are being made without regard to the availability of U.S. coal. Thus, U.S. coal exports would replace some existing coal supplied by Russia, China, Indonesia, Australia, and/or Colombia;

2) Sub-bituminous PRB coal is the major coal source that MBT is likely to serve. It is, from a quality and price perspective, likely to compete with Indonesian coal – coal that it would replace not add to;

3) U.S. coal exports offer East Asian power plants additional energy security through supply diversity, additional quality, and higher efficiency of operations versus like competitive coal from Indonesia. Nevertheless, U.S. coal exports must be competitively priced to access East Asian customers and the fact that coal demand is growing while U.S. coal exports are currently not price competitive demonstrates that these exports fulfill the swing supplier needs and represent *replacement* rather than *incremental* volume;

4) PRB coal is often possessed of relatively higher BTU content per tonne than Indonesian coal with which it principally competes, thus would likely generate reduced CO_2 emissions versus the coal it would replace;

5) PRB coal is often possessed of lower sulfur content versus the coal it would replace allowing increased efficiency in power plant operations vs the coal it would replace, thereby leading to further reductions in CO_2 emissions as well as lower Sulfur Dioxide emissions. In effect, MBT coal exports to Asia would be CO_2 neutral to negative.

As discussed above, the Draft EIS is flawed in its assumptions with regards to the impact on GHGE from MBT coal exports. Further, there is no statutory authority granted to Cowlitz County, the State of Washington, or the Army Corps of Engineers that would allow them to make any decision with regards to the permitting of the MBT project based on the demonstrably wrong assumption that coal exports from the terminal would lead to increased CO_2 emissions in other countries.

Therefore, CPE respectfully submits that the DEIS should be amended either to explicitly recognize the fact that potential coal exports from MBT would *not* add to global GHG

emissions or, to remove any such assessment from the final EIS in light of the fact that it is irrelevant to the decisions facing the permitting authorities.

Requiring GHGE Mitigation is Regulatory Overreach.

The essential purpose of SEPA is fairly straightforward: (1) evaluate potential environmental impacts cause by a proposed action; (2) evaluate whether those impacts are adverse; and (3) evaluate how to avoid or mitigate adverse environmental impacts caused by the proposed action.

This third element, however, requires more than merely pointing out an adverse impact that may result from a proposed action. Rather, the agency must demonstrate that the proposed action is the cause of an adverse impact. In addition, the agency must make an individual determination that any proposed condition -- to avoid or mitigate an adverse impact -- is specifically necessary to address that impact.

Where the causal relationship between a proposed action and an adverse impact is speculative or remote, then there is no basis for an agency to exercise its SEPA substantive authority. And where an adverse impact is caused by a proposed action, any proposed mitigation condition must be proportionate to the nature and extent of that impact.

In this DEIS Ecology fails to identify any climate change impact that would be caused by the MBT project. In addition, Ecology fails to justify how it exercises its SEPA substantive authority where the very impacts that agency seeks to mitigate will occur with or without the MBT project. For example:

1) Ecology assumes without any rationale or justification that incremental new GHG emissions are an adverse impact without any explanation about how the MBT emissions cause adverse environmental impacts;

2) Ecology assumes without any rationale or justification that incremental new GHG emissions that are above federal or state regulations -- which do not apply to the MBT project -- constitute a level of emissions that is considered to be a significant impact;

3) Ecology assumes without any rationale or justification that MBT's incremental new GHG emissions contribute to climate change irrespective of how minor those emissions are relative to global GHG emissions;

4) Ecology assumes without any rationale or justification that mitigating 50% of incremental new GHG emissions from the MBT project will mitigate -- below a level of significance -- the adverse climate change impacts presumably caused by the MBT project; and

5) Despite all of these assumptions, Ecology concludes in the DEIS that the "ongoing and expanded operations in the project area would be affected by climate change as described for the Proposed Action" -- meaning that, in Ecology's view, climate change

impacts to the project area under the No Action Alternative will be the same with or without the operation of the MBT project.

Ecology's approach utterly fails to apply SEPA in a manner consistent with law, policy or practice. With this DEIS, the agency sets a precedent that it can exercise its SEPA substantive authority without identifying an impact that is caused by a proposed project and impose mitigation conditions without regard to how those conditions will address such impacts. This precedent will have far reaching impact on the development of a vast array of projects in Washington State, such as maritime, rail, agriculture, exports and imports.

Cloud Peak Energy is pleased to note that the Draft EIS puts to rest many of the false claims of those made by fossil fuel opponents. We hope that the information contained in our comments will help to address certain erroneous conclusions drawn in the Draft EIS and lead to the rapid issuance of permits for MBT.

Please do not hesitate to contact Mr. Richard Reavey, Vice President of Government Affairs for Cloud Peak Energy at (720) 566-2900 or by e-mail to richard.reavey@cldpk.com, if you wish to further discuss the matters in this letter.

Sincerely,

Cloud Peak Energy Inc.

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COAL Medium-Term Market Report 2014



Market Analysis and Forecasts to 2019

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FOREWORD

Every year in December, before the New Year's break but after the UN Conference of Parties climate negotiations, the International Energy Agency (IEA) publication, *Medium-Term Coal Market Report* (*MCTMR*), brings the latest trends and forecast for the next five years for coal supply, demand and trade.

Despite the public image of a dying industry, coal is still the backbone of electricity generation worldwide – not to mention steel production – and produces more than 40% of power generated worldwide. Coal is abundant and affordable, it is easy to store and transport, and there are no geopolitical issues in the coal supply chain. Pulverised coal is a very well-known and reliable technology, and, with increasing flexibility in new designs, it can complement renewable generation as well as maintain its traditional role as base-load generation.

However, the undeniable positive contribution of coal to energy supply and, thus, to energy security cannot hide the negative environmental implications of coal use, especially on air quality in some places and on climate change globally. Previous *MTCMR*s warned that, as it is used today, coal is simply unsustainable. And things have not improved much since. On average, plants are more efficient and emit fewer pollutants, but this does not mean that we are on track. Many cities in China (but not only there) suffer from pollution caused by NO_x, sulphur and particles from coal burning. While the technology exists to produce cleaner electricity from coal (two-thirds of coal is used in power production), the technical, economic and regulatory reality is often different, and emissions from many coal plants often include unacceptable levels of these pollutants.

This year, we have welcomed the start of the first large-scale carbon capture and storage (CCS) power station project (or CCUS – carbon capture, use and storage – since carbon dioxide (CO_2) is used for enhanced oil recovery) in Boundary Dam (Canada). We acknowledge the project as a milestone, but must also note how far we are from the CCS targets required for broader uptake and deployment. Every year, both coal-related and global CO_2 emissions increase, and, in accordance with the projections presented in this report, this trend will continue until 2019.

Coal consumption follows the current economic and energy growth trends, with a continuous shift to Asia. China, despite having entered a more moderate growth path, will continue to account for the largest share of coal demand growth to 2019. India and the countries comprising the Association of Southeast Asian Nations (ASEAN) countries' growth will be remarkable, and our projections suggest that India will become the largest importer of thermal coal. However, its scale is not comparable with China. For example, the daily 200 MW of coal generation capacity that China has been adding for almost a decade is something unique that will not be duplicated anywhere anytime. Our projections assume that India will add less than one-third of this.

In the OECD area, we see different trends. In the United States, cheap gas, together with stricter environmental legislation, continue to push coal out of the system. In Europe, which is more policy driven, we forecast coal demand declining in the outlook period. However, in OECD Asia, increasing coal-power generation capacity in Japan and Korea together with favourable coal prices compared to gas will give rise to coal demand increases.

Whereas probable export-oriented projects are estimated at 100 Mt, with the potential projects reaching as much as 400 Mt, at current coal prices, there is no incentive for most of these projects to

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come online. On the other hand, low prices improve coal competitiveness and encourage higher demand mainly at the expense of gas. The million-dollar question is how long markets will be oversupplied, and how long producers can stand at current prices. Market evolution will depend on Chinese dynamics, and hence, producers, consumers, analysts and other stakeholders need to keep an eye on China.

In addition to the projections shown in this *Medium-Term Coal Market Report 2014*, long-term IEA projections suggest that the world will remain dependent on coal until 2050 and beyond. Therefore, the final call of this Foreword is to re-emphasise the need to consume coal in a cleaner, more efficient way and to accelerate the development of carbon capture and storage.

This publication is produced under my authority as Executive Director of the IEA.

Maria van der Hoeven
Executive Director
International Energy Agency

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ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Old times, new times

In 2013, coal added more primary energy than any other fuel and was the fastest-growing fossil fuel. 2013 coal demand grew 2.4% on a tonnage basis, more than oil and gas, enhancing its position as the second-largest primary energy source and closing the gap with oil. This trend, driven by the role of coal as the main provider of electricity, is a *déjà vu* of our annual *Medium-Term Coal Market Reports*. Similarly, the People's Republic of China was once again driving this growth. Growth in China (196 million tonnes [Mt]) was actually larger than global growth (188 Mt). In the United States, 2013 higher gas prices prompted coal demand to recover part of its 2012 decrease. In Europe, low power demand and increasing renewable production squeezed coal power generation, causing an overall coal demand decline of -35 Mt when compared to 2012. In Japan, where the coal fleet fully recovered and two new coal plants commenced commercial operations, coal demand grew +6.4%.

Coal markets show great dynamism. Despite coal's reputation as a 19th-century industry, coal markets are changing at a fast pace. Former parameters age rapidly, and new trends appear. Demand is moving to Asia, and trade flows are following. A great variety of different coal qualities are traded, including low quality high ash coal, triggering new price indices. While long-term contracts still operate, quarterly, monthly and spot purchases become more frequent. There is increasing use of derivatives both in volumes and coal qualities, origin and destinations. Some policy changes – and these are announced frequently – in countries such as China and Indonesia have the potential to impact the global market. Changes are happening at both large and small scale. As one example, Central Appalachia, once the largest producing area in United States, now lags behind both Powder River Basin (PRB) and Illinois Basin.

Coal oversupply keeps pushing prices down

In 2014, coal oversupply persists and very low coal prices continued to dominate. For a few years, the focus of coal producers was to expand production. New capacity was constantly added and demand led by China consumed every additional tonne. However, since 2011, oversupply and low prices have dominated. While US shale gas impacts on international coal prices have often been overstated, domestic Chinese dynamics translated into international markets have been largely overlooked. The domestic oversupply in China – accompanied by price reduction from the major producers to protect their market share – has strongly impacted international markets, which were likewise oversupplied by expansions by all major exporters. Imported European steam coal prices, one of the main reference prices worldwide, were in the USD 70-80/tonne range during 2014, compared to over USD 120/tonne in March 2011. Australian met coal has been in a very narrow band between USD 112/tonne and USD 116/tonne since April 2014, compared to March 2011 when it averaged over USD 320/tonne.

Take-or-pay contracts, financial commitments and better economies of scale pushed prices down. With persistent low prices, the strategy of producers is to reduce costs. However, this is coupled with better efficiencies and economies of scale, putting more coal in the market, increasing oversupply and driving prices even lower. Another way to increase competitiveness is to cut production of unprofitable mines. However, this is not always possible. Take-or-pay contracts for infrastructure use and financial commitments to pay investments make many producers operate with negative margins. Minimised loss is the new target for many, but in the medium term, despite low prices, expansions will happen. There are many projects in different phases of development ready to start or ramp up production, although most of them will not do so at current prices.

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OECD: Declining trend with caveats

The coal renaissance in Europe was only a dream. As announced in former *Medium-Term Coal Market Reports*, coal use increase in Europe in recent years was a temporary spike largely due to low coal and carbon dioxide (CO_2) prices, high gas prices, and the partial shutdown of German nuclear plants. However, after 2012, coal demand began to decline due to moderate economic growth, energy efficiency gains, increasing renewable energy sources and coal plant retirements. Nothing new has happened to change our views. Turkey, also grouped with OECD Europe, follows a different trend: high economic and energy demand growth will come with new coal capacity, giving rise to a steady increase of coal consumption. Whether nuclear power plants in Japan are brought back online hardly affects our projections for Japan. The impact, however, may be felt in Europe, as Japanese nuclear power plants could ease liquefied natural gas (LNG) markets and make gas more competitive in Europe, displacing some coal.

Trends in coal demand differ in OECD America and OECD Asia Oceania. While our projections confirm the downward trajectory in US coal consumption, this is far from a dramatic decline. Despite climate plans, environmental regulation and shale gas production, there remains much low-cost coal in the United States and more than 250 gigawatts (GW) of coal capacity will remain at the end of the outlook period. In OECD Asia Oceania, the nuclear shutdown in Japan and high LNG prices make coal very competitive. New coal capacity coming online, foremost in Korea but also in Japan, will lead to a coal demand increase. Given the current high load factor of coal power plants, coal versus gas prices and absence of CO_2 price, we assume coal capacity mostly running flat in the region during the period.

Seaborne trade will largely depend on China, but not only

As arbitrage on the eastern coast of China spreads domestic prices out, Chinese developments will define coal markets. In fact, all developments in China impact coal markets, but there are two key issues to be underlined. Firstly, the fight against pollution is now a driving force of energy policy. But the war on pollution has two sides for coal. On the one hand, the below-mentioned diversification will decrease coal demand. On the other hand, other measures do not decrease coal consumption but can even increase it. In this group we can mention large coal bases linked through ultra-high voltage (UHV) lines to big consumption centres, the coal conversion process to synthetic natural gas or liquid fuels and cleaning equipment in coal power plants. Secondly, 1 billion tonnes are shipped seaborne to the coast of China in a fierce competition between domestic and international supplies. Policy measures (quality restrictions, import taxes, royalties, and so forth), currency rates or other factors could incline the balance towards domestic or international supplies with implications worldwide.

Indonesia is the main unknown among the suppliers, but there are others. Whatever output IEA models produce, there are potential future developments that are out of our control and can change our forecast. Indonesia, the world's largest coal exporter, has accounted for the bulk of coal export growth recently. Indonesia has announced a ban on low calorific coal or a cap on production, and a new export license has been introduced. Our projections show increasing exports from Indonesia, but at a much slower pace than in previous years. In Colombia, a secure supplier with healthy investments in the pipeline, some producers have recently had disruptions for different reasons. There can also be upturn surprises: the Galilee and Surat Basins in Australia and PRB in United States have the potential to oversupply any demand if the appropriate infrastructure is in place. The large, competitive reserves in Mongolia could reach seaborne markets eventually. And Mozambique is uncertain. Finally, geopolitical turmoil or weather disasters can also impact coal trade, given that most thermal exports come from only six countries, even fewer for coking exports.

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Peak coal in China? Not yet

At last, coal indicators in China could decrease. China will be the coal giant for many years in the future. We project that coal demand annually grows at 2.6%, more than 100 Mt per year during our outlook period. China will add more coal demand than any other country, but we have entered a new time in which the outstanding growth from the past in all of the coal indicators, such as production, consumption and imports, will not be repeated. Moreover, despite the general increasing trend, we will see temporary declines, for example during a very wet year we could see coal demand for power declining. Imports could also decrease at any time, depending upon prices and/or policy changes. After many years of unbelievable economic and coal demand growth, China has entered a more moderate path. Lower economic growth and also a lower energy intensive economy and higher diversification will curtail coal growth in China in the coming years.

Economic growth in China needs more energy than nuclear, gas, oil and renewables can supply. Diversification efforts, the so-called *anything but coal* policy, will lead to big developments of hydropower, wind, photovoltaic (PV) and nuclear capacity and gas use. Additional non-coal generation in 2019 is assumed to be 1 200 terawatt hours, and gas demand will almost double during the outlook period. Despite such strong assumptions, as well as decreasing energy intensity in the Chinese economy and gross domestic product and power demand growth decoupling notably, additional coal is still needed to meet energy demand. Investments in new coal generation capacity and coal gasification plants also support this growth. Most of diversification investments, such as nuclear, hydro, PV and wind, are capital-intensive with low or very low running costs; therefore, longer-term trends might suggest peak coal in China during the next decade. However, we do not see that peak in the outlook period unless economic growth is much lower than assumed.

There is no other China out there

Annual coal consumption in India will grow 177 million tonnes of coal-equivalent, or over 250 Mt, at 5% annual growth on average, becoming the world's second-largest coal consumer. India, despite problems to ramp up domestic production and to build coal plants at the desired pace, will see a solid increase of coal use and, to a lesser extent, coal production in the outlook period. We project that India will become the second-largest coal consumer, surpassing the United States, and the second-largest coal importer, close to China, as well as the world's largest thermal coal importer. Total coal demand increase of over 250 Mt during the whole outlook period is larger than the current demand of any country except China, United States and India. However, to put this in perspective, growth in China in a single year has often been higher than this during the previous decade.

Over two-thirds of the coal demand growth in India and the Association of Southeast Asian Nations (ASEAN) countries will be for power generation. Although the share of non-power coal demand in Asia is larger than in other regions, power will largely drive the coal demand increase in Asia. Electrification of highly populated areas with poor or no electricity access and power to fuel economic growth will trigger power demand in the region. Driven by investments in coal power plants mainly in India, Indonesia, Viet Nam and Malaysia, coal consumption in the region will increase. Several countries in Asia are building coal power plants, but apart from China and India, the ASEAN countries represent the main area of growth, with over 30 GW of new coal power generation coming online during the outlook period. While this figure might look impressive, China has annually added double this on average since 2005.

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1. RECENT TRENDS IN DEMAND AND SUPPLY

Summary

- **Coal remained the fastest-growing fossil fuel in 2013 in both absolute and relative terms, accounting for approximately 30% of global primary energy consumption, second only to oil**.

- **Global coal demand grew by 2.4% (+188 million tonnes [Mt]), from 7 687 Mt in 2012 to an estimated 7 876 Mt in 2013.** Although the 2013 growth rate was higher than the 2.0% in 2012, overall coal demand growth trends in 2013 were slow when compared to the ten-year trend, when the compound average growth rate (CAGR) was 4.6%. Demand growth came from hard coal[1] (+234 Mt), with a decline in lignite[2] (-45 Mt).

- **2013 coal demand growth showed significant geographical differences.** OECD non-member countries' coal demand grew by 3.6% (+201 Mt) to an estimated 5 740 Mt; OECD coal demand in the same period decreased by 0.6% (-12 Mt) to an estimated 2 136 Mt. Coal demand in Asian OECD non-member countries increased by 4.6% (+217 Mt) to an estimated 4 959 Mt; demand in the rest of the world decreased by 1.0% (-29 Mt) to an estimated 2 917 Mt.

- **2013 Chinese coal demand growth again outpaced global coal demand growth.** Incremental Chinese coal demand was 196 Mt reaching 3 894 Mt and maintaining China's market share at greater than 50% of overall global coal demand when measured in energy content.

- **2013 United States' coal demand increased by 2.8% (+23 Mt)[3] to an estimated 843 Mt.** These demand increases were primarily from the power sector, and are attributable to higher gas prices than 2012 (when the mild winter drove gas prices downward).

- **2013 OECD European coal demand decreased (-35 Mt), accounting for most of the decline in the OECD**. This was largely driven by Greece, Spain and the United Kingdom.

- **Global coal supply grew by 0.4% (+28 Mt) from 7 794 Mt in 2012 to an estimated 7 823 Mt in 2013**,[4] the lowest increase since 2000 in both absolute and relative terms. Lignite supply decreased by 49 Mt, while hard coal supply increased by 77 Mt.

- **Incremental hard coal supply volumes were primarily sourced from Indonesia (+45 Mt), Australia (+37 Mt) and China (+28 Mt).** Hard coal supplies in the United States declined by 27 Mt, to reach their lowest supply volume since 1993.

Demand

Coal remained the fastest-growing fossil fuel in 2013 in both absolute and relative terms, accounting for approximately 30% of global primary energy consumption, and second only to oil.

[1] This is largely a statistical distortion due to China, where lignite is not reported, and the entire coal production, except for met coal, is counted as thermal coal. This needs to be taken into account throughout the entire report. Likewise for Indonesia on the supply side, there is no differentiation between lignite and thermal coal, counting all as thermal.
[2] Definitions of coal types and other technical terms can be found in Box 1 of IEA (2011) and Box 1 of IEA (2012).
[3] EIA has revised this figure upward to 4%, but IEA official statistics have not been updated yet.
[4] Supply and production are used interchangeably in this report.

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Global coal demand in 2013 increased by an estimated 2.4% to 7 876 Mt (+188 Mt). This is a greater increase than that of 2012 (2.0%), but remains lower than the 4.6% growth averaged over the previous ten years. This can be attributed to slower growth in demand from OECD non-member economies such as China, whose 2013 growth is down by nearly half of the previous ten-year average. While coal demand grew by 3.6% (+201 Mt) in OECD non-member countries, demand in OECD countries decreased by 0.6% (-12 Mt); this decreased the total percentage of OECD countries contributing to the global coal demand to 27.1%.

China remains the world's largest coal market with a 2013 coal demand growth of 5.3% (+196 Mt). Despite this increase over 2012 (4.1%), this growth rate is substantially lower than China's 9.7% ten-year average.

The United States is the world's second-largest coal consumer with a 2013 coal demand growth of 2.8% (+23 Mt), an increase primarily driven by a high power sector coal demand. This apparent 2013 demand growth should be analysed contextually, however, as it is based upon a comparison to 2012, when sustained shale gas production growth and an unusually mild winter drove down gas prices and coal demand.

India's 2013 coal demand growth was 2.1%. This is a decrease from its 7.3% ten-year average growth and from growth of 9.1% in 2012. At this time, it is unclear if this dramatic 2013 decrease might be due to statistical issues.

The European Union and Russia's 2013 coal demand declined significantly. Germany, despite a slight decrease in 2013 coal demand, became the world's fourth-largest coal consumer on a tonnage basis, bypassing Russia, whose demand declined by 7.4%. However, Russian coal consumption is still greater on an energy basis, as Germany's primary coal consumption is lignite.

Total 2013 global hard coal demand increased by 234 Mt to an estimated 7 036 Mt. Hard coal consumption grew by 3.4% on a year-to-year basis; approximately 2 percentage points lower than the ten-year average growth rate. Demand growth was primarily from OECD non-member countries (+216 Mt), specifically China (+196 Mt), with OECD countries accounting for the balance (+18 Mt).

Table 1.1 Coal demand overview

	Total coal demand (Mt) 2012	Total coal demand (Mt) 2013*	Absolute growth (Mt) 2012-13	Relative growth (%) 2012-13	CAGR (% per year) 2003-12	Share (%) 2013
China	3 698	3 894	196	5.3%	9.7%	49.4%
United States	820	843	23	2.8%	-1.7%	10.7%
India	775	791	16	2.1%	7.3%	10.0%
Germany	246	241	-5	-1.9%	0.0%	3.1%
Russia	254	235	-19	-7.4%	1.4%	3.0%
European Union	768	726	-43	-5.6%	-0.4%	9.2%
OECD	2 148	2 136	-12	-0.6%	-0.4%	27.1%
Non-OECD	5 539	5 740	201	3.6%	7.6%	72.9%
World	**7 687**	**7 876**	**188**	**2.4%**	**4.6%**	**100.0%**

Note: differences in totals are due to rounding.

* Estimate.

Global steam coal demand grew by 3.2% (+188 Mt) to an estimated 6 078 Mt. Most of this growth can be attributed to OECD non-member countries (+168 Mt), specifically China (+153 Mt).

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Global metallurgical (met) coal demand increased by 5.0% (+46 Mt). This is based upon demand from OECD non-member countries (+48 Mt), of which China again accounted for the majority (+43 Mt). 2013 OECD Europe met coal demand decreased (-5 Mt), and slight increases in OECD Asia Oceania and OECD Americas account for the remainder.

Total 2013 global lignite consumption decreased by approximately 5.1% (-45 Mt). These decreases were divided between OECD non-member (-15 Mt) and OECD member (-30 Mt) countries. However, non-OECD demand decline came from non-OECD Europe and Eurasia (-15 Mt); the majority of OECD country demand decline came from OECD Europe (-19 Mt).

OECD demand trends

Hard coal demand in the OECD grew 1.1% (+18 Mt) to 1 573 Mt in 2013. The OECD's share of global hard coal demand is 22.4%, a slight decrease from 2012 (22.9%) due to stronger increased demand from OECD non-member countries. OECD hard coal consumption increases are primarily from OECD Americas (+27 Mt) and OECD Asia Oceania (+7 Mt), while OECD Europe hard coal demand decreased (-16 Mt).

Table 1.2 Hard coal and lignite consumption in selected OECD member countries (Mt)

Country	Hard coal		Lignite	
	2012	2013*	2012	2013*
Australia	61.1	58.8	71.4	62.6
Austria	3.6	3.6	0.0	0.0
Belgium	4.8	4.1	0.0	0.0
Canada	31.2	32.0	9.4	8.9
Chile	10.9	13.7	0.0	0.0
Czech Republic	7.2	6.6	42.6	39.3
Denmark	4.2	5.4	0.0	0.0
Finland	4.6	5.8	0.0	0.0
France	16.8	18.7	0.1	0.1
Germany	60.4	58.5	185.2	182.5
Greece	0.4	0.3	61.9	53.1
Hungary	1.9	1.6	9.6	9.7
Ireland	2.4	2.1	0.0	0.0
Israel**	14.3	12.1	0.0	0.0
Italy	25.2	21.1	0.0	0.0
Japan	183.8	195.6	0.0	0.0
Korea	126.5	126.4	0.0	0.0
Mexico	17.7	17.2	0.0	0.0
Netherlands	12.8	13.0	0.0	0.0
New Zealand	2.8	2.3	0.3	0.3
Poland	76.1	78.7	64.2	65.8
Portugal	4.9	4.4	0.0	0.0
Slovak Republic	3.9	3.8	2.9	2.7
Spain	28.8	19.5	0.0	0.0
Turkey	32.3	30.8	68.5	63.0
United Kingdom	64.3	60.3	0.0	0.0
United States	748.1	772.4	72.1	70.5

* Estimate.

** The statistical data for Israel are supplied by and under the responsibility of the relevant Israeli authorities. The use of such data by the OECD and/or the IEA is without prejudice to the status of the Golan Heights, East Jerusalem and Israeli settlements in the West Bank under the terms of international law.

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In OECD Europe, both thermal coal and met coal demand decreased in 2013, while OECD Americas and OECD Asia Oceania saw increased demand for both coal types. The OECD's thermal coal demand increased by 1.4% in 2013 to 1 388 Mt, which is 88.2% of OECD's hard coal demand; the OECD's met coal demand decreased by 1.1% to 185 Mt.

At a country level: in the United States and Japan, the two largest OECD hard coal consumers, thermal coal demand increased significantly in 2013; Japan and Korea are the two largest OECD met coal consumers, with a slight year-on-year increased met coal demand.

OECD member countries make up 67.0% of the 2013 global lignite demand. However, lignite consumption in OECD countries declined from 593 Mt in 2012 to 563 Mt in 2013. This decline was uniform across all OECD groups. Lignite demand dropped most notably in Australia (-9 Mt) and Greece (-9 Mt), with small increases seen in Poland. Demand in Germany, the largest lignite consumer, dropped by 3 Mt to 183 Mt.

Power sector

Total 2013 coal-fired power generation in OECD member countries grew by 2.2% (+76 terawatt hours [TWh]) over 2012 (3 461 TWh) to an estimated 3 537 TWh. Overall power generation within the OECD, however, showed only fractional growth (+0.1%), from 10 785 TWh in 2012 to 10 798 TWh in 2013. Consequently, coal's share in the electricity mix in OECD member countries rose, from 32.1% in 2012 to 32.8% in 2013.

Following two years of decline, 2013 coal-fired power generation in the United States showed an increase of 74 TWh (+4.5%). This figure is the primary source of the overall coal-fired power generation increase from OECD member countries. However, the United States' 2013 growth should be analysed contextually, as it is based upon a comparison to 2012, when an unusually mild winter drove down coal-fired power generation. Additionally, the United States subsequently experienced an exceptionally cold 2013/14 winter, which increased gas demand for heating and in the power sector.

United States' 2013 gas prices averaged 3.73 USD/million British thermal unit (Mbtu) compared to USD 2.72/Mbtu in 2012. Higher gas prices and increased power demand led to an increase in coal-fired power generation. Despite having some coal plant capacities decommissioned in 2013, the United States showed higher utilisation of their remaining plants, including approximately 1 gigawatt (GW) from Duke Energy's Edwardsport and Dynegy and LS Power's Sandy Creek 1 plants, which started commercial operation.

2013 coal-fired power generation in OECD Asia Oceania increased by 18 TWh to an estimated 774 TWh. Approximately 44% of coal generation came from Japan.

In Japan, coal's share in power generation increased from 29.5% in 2012 to 32.1% in 2013. After the closure of the Ōi plant in September 2013, all Japanese nuclear power plants remain offline. Subsequently, coal-fired power generation increased by 34 TWh, which is primarily attributable to the commissioning of coal plants, Hitachinaka No.2 and Hirono No.6 (with a joint 1.6 GW capacity).

2013 Korean coal-fired power generation stayed constant. Nuclear power capacity was reduced by approximately 25% due to some internal, security-related corruption issues, but these were offset by an increase in output from gas-fired power plants.

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2013 Australian coal-fired power generation decreased by 12 TWh. This decrease was largely a result of an increase in output from hydro and renewables.

Box 1.1 Isogo: Making coal cleaner

The *Medium-Term Coal Market Report 2012* included a Box titled, "Can open-pit coal mines be environmentally friendly?" in which reclamation of the As Pontes mine in Spain was shown as an example of good environmental mining practices. Moving from production to use, the Isogo plant in Japan seems to be the most obvious example of a high-efficiency, low-emissions coal-fired plant worldwide.

The Isogo plant is owned by J-POWER and located at the centre of Yokohama, the second-largest city in Japan with a population close to 4 million people. It consists of two ultra-supercritical units of 600 megawatts (MW) each, replacing two old units (2 x 265 MW) built in the same location. New Unit 1 was built while the old units were in operation, which was a challenge on the plant's 12-hectare plot. Build, scrap, and build was the methodology for this unit's construction.

Isogo has a gross thermal efficiency of 45% (referred to lower heating value), using steam conditions of 600 degrees Celsius (°C) for the main steam and 620°C for reheated steam (610°C in the case of Unit 1), as well as pressure of 25 megapascals (MPa). Following internal consumption, net thermal efficiency is 43.5%, which means a 17% emission factor decline when compared with the old units.

In addition to reducing emissions by increasing efficiency, Isogo uses the most advanced systems to improve local air quality and minimise sulphur, NO_x and particles emissions. These advanced systems include passing flue gas through a selective catalytic reduction system where nitrogen oxides are decomposed to water and nitrogen, and then through a desulfuration denitrification system based upon regenerative activated coke technology. From there, multiple pollutants are removed simultaneously with a high yield: 98+% of sulphur, 20% to 80% of NO_x and 90+% of mercury. Dust is also removed using an efficient dry system (>100 times more efficient in reducing water consumption) to lower than 30 milligrammes per normal cubic metre (mg/Nm^3). Finally, flue gas passes through an electrostatic precipitator to further clean the gas of dust before being released by the stack. Following this cleaning process, pollutant concentration surrounding Isogo is extremely low: 1 part per million (ppm) to 6 ppm of sulphur, 10 ppm to 15 ppm of NO_x, 1 mg/Nm^3 to 3 mg/Nm^3 of dust and 0.14 microgrammes per normal cubic metre ($\mu g/Nm^3$) to 0.25 $\mu g/Nm^3$ of mercury, which are levels more generally expected for gas turbines rather than for coal plants.

The environmentally friendly concept in practice at Isogo goes much further. Both flying and bottom ashes are recycled, and by-products from activated cokes are also passed forward to recycling partners in both the chemical industry (sulphuric acid) and other industries (gypsum). Coal is transported on conveyor belts inside sealed pipes and stored in silos to prevent coal dust dispersion. This makes Isogo an unusual coal plant, as coal is not actually visible in any part of the plant.

In order to avoid accidents and malfunctions, strict control is used throughout the process, such as flue gas monitoring, spilt oil control, coal dust litter control and water pollution control. Additionally, noise pollution is reduced through strategic organisation of noisy equipment indoors and predominant use of low-noise equipment.

Additional environment-friendly elements include carefully planned architectural and landscape designs where the arrangement of buildings and their colour is in harmony with their surroundings. One-fifth of the buildings' surface is dedicated to flowers and trees, including an artificial hill and a Japanese garden. Athletes are delighted to find a tennis court on the roof of one building and a football pitch on the plant plot.

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Cloud Peak Energy (2447)

In contrast to other OECD regions, coal-fired power generation decreased in OECD Europe in 2013 (-19 TWh) due to low power demand and an increased renewable production. These decreases were the strongest in the United Kingdom (-14 TWh) and Spain (-14 TWh).

In the United Kingdom this was primarily attributable to the retirement of approximately 5 GW coal capacities since late 2012, due to the Large Plant Combustion Directive and the slight decrease of power demand.

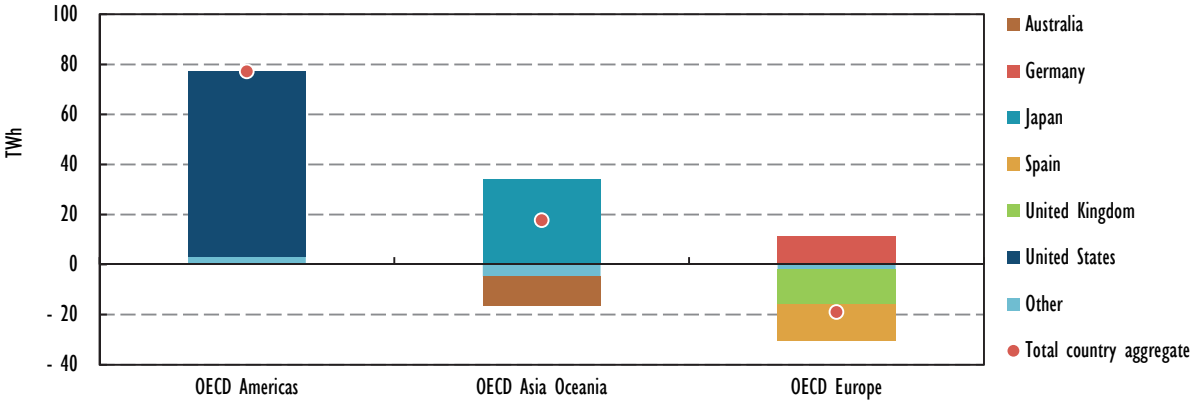
In Spain, increased production from hydro generators combined with lower total power generation impacted Spain's coal consumption: the share of coal's contribution to the electricity mix dropped from 19.1% in 2012 to 14.8% in 2013.

2013 coal-fired power generation in Greece was approximately 4 TWh lower than in 2012, primarily due to higher solar and hydro generation.

Germany, OECD Europe's biggest coal-fired power producer, increased coal power generation by 12 TWh. Low carbon dioxide (CO_2) prices as well as relatively low coal prices, increased coal-fired power generation and further reduced gas power generation.

Coal generation also increased in Poland (+3 TWh) where it accounts for 85.3% of power generation.

Figure 1.1 Coal-based electricity generation in OECD countries: Absolute changes, 2012-13



Non-power sector

The estimated 2012 OECD total non-power coal consumption was 285 million tonnes of coal-equivalent (Mtce), down 0.7% (-2 Mtce) from 2011 (287 Mtce). Non-power coal consumption accounts for approximately 20% of all coal consumption in the OECD. The two largest non-power coal consumers were the iron and steel industry, which consumed 159 Mtce, and the cement industry, which consumed 25 Mtce.

Met coal consumption decreased slightly in OECD countries in 2013 (-2 Mt). The trend of declining steel production numbers within the OECD continued from 2012 through the first half of 2013 (see Figure 1.2), but production increased during the second half of 2013.

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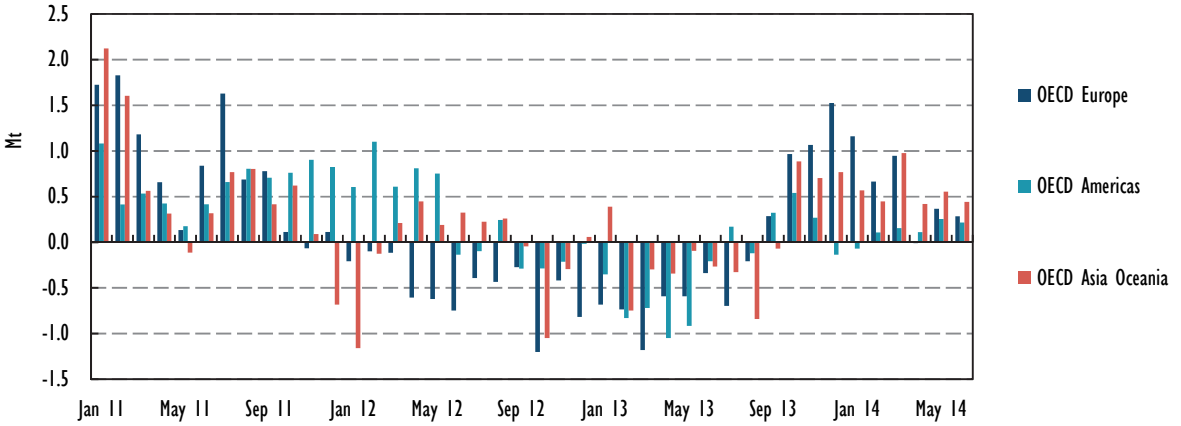
Figure 1.2 Monthly year-on-year differences in crude steel production in OECD member countries, 2011-14



Source: World Steel Association (various years), *Crude Steel Production*, Brussels, World Steel, www.worldsteel.org/statistics/crude-steel-production.org.

OECD non-member demand trends

OECD non-member countries account for 72.9% of 2013 global coal demand. Coal demand in 2013 increased by 3.6% (+201 Mt) to 5 740 Mt, lower than increases in 2012 (+4.3%) and much lower than the ten-year average increase (+7.6%). Hard coal consumption in OECD non-member countries increased by 4.1% to estimated 5 462 Mt, 85.9% of which was thermal coal and the remainder met coal.

Table 1.3 Hard coal and lignite consumption in selected OECD non-member countries (Mt)

Country	Hard coal		Lignite	
	2012	2013*	2012	2013*
Bosnia and Herzegovina	7.0	7.4	5.7	6.2
Brazil	20.6	22.9	3.0	3.2
Bulgaria	2.2	1.6	33.0	28.5
Chinese Taipei	65.3	68.0	0.0	0.0
Colombia	5.7	7.1	0.0	0.0
DPR of Korea	19.1	15.1	0.0	0.0
India	728.9	746.6	45.9	44.7
Indonesia	56.6	62.5	0.0	0.0
Kazakhstan	79.8	82.4	5.5	5.1
Kosovo	0.1	0.0	8.0	8.2
Malaysia	25.1	25.5	0.0	0.0
Mongolia	0.1	0.1	7.3	7.7
China	3 698.0	3 894.4	0.0	0.0
Philippines	15.3	18.1	0.0	0.0
Romania	1.3	0.9	33.8	24.7
Russia	176.1	161.9	77.6	72.9
Serbia	0.2	0.2	38.6	40.1
South Africa	185.2	187.0	0.0	0.0
Thailand	18.9	14.3	18.7	19.1
Ukraine	73.6	75.9	0.0	0.0
Viet Nam	29.5	28.0	0.0	0.0

* Estimate.

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Thermal coal accounts for 77.9% of the 2013 incremental hard coal demand in OECD non-member countries, with an increase of 3.7% (+168 Mt) to 4 690 Mt, primarily from China, the world's largest thermal coal consumer. China's 2013 consumption increased by 4.9% (+153 Mt) to 3 292 Mt.

India, the second-largest OECD non-member thermal coal consumer, showed a thermal coal demand increase of 2.0% (+13 Mt) in 2013. However, India has estimated coal power generation to have increased 8.4% in 2013, and power represents more than 66% of overall coal consumption in India. Both figures (2.0% and 8.4%) do not seem compatible. Reports from India claim that up to 60 Mt per year of coal are stolen from Coal India, the largest coal producer in India, and sold domestically. This report does not judge the veracity of such a claim, but it is included to provide a possible explanation for the data.

OECD non-member countries account for more than 80% of the 2013 global met coal demand, with an increase of 6.6% (+48 Mt) to 773 Mt. This increase is once again led by China, the biggest met coal consumer in the world, whose 2013 met coal consumption increased by 7.7%. Incremental volumes amounted to 43 Mt, which is equivalent to 94.8% of global incremental met coal demand.

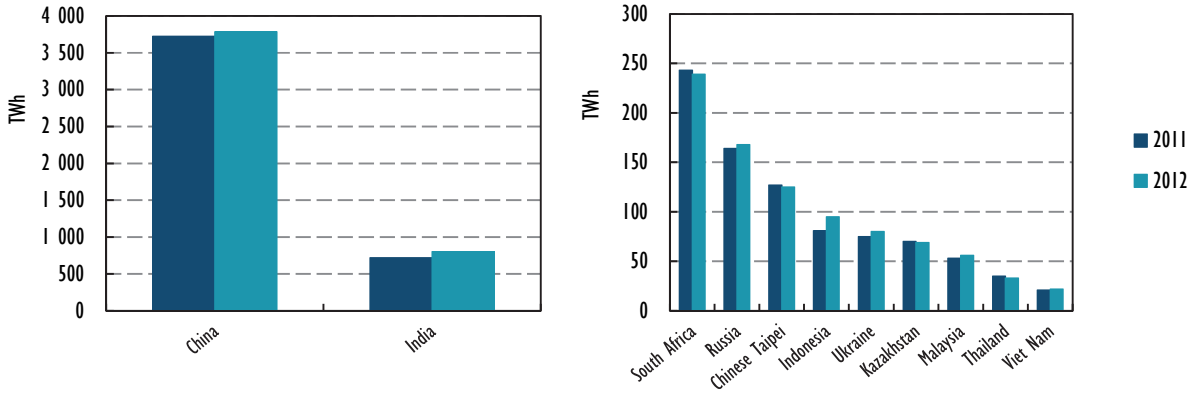
As in OECD countries, lignite consumption in OECD non-member countries decreased strongly in 2013, down 5.2% (-15 Mt) to an estimated 278 Mt. Demand decreases were most notable in Bulgaria, Romania and Russia.

Power sector

Overall 2012 coal-fired power generation in OECD non-member countries was 5 689 TWh, an increase of only 2.9% (+162 TWh) over 2011, which is the lowest growth rate in over ten years. With OECD non-member total power generation growth at 4.6%, coal's share in overall power generation decreased from 48.7% in 2011 to 47.9% in 2012.

China's 2012 coal-fired power generation amounted to 3 812 TWh, making China again the largest producer of coal-fired power in the world. However, growth in China in 2012 was rather weak, with incremental coal-fired power generation at +1.6% (+61 TWh). China's greatest 2012 growth came from hydro generation, which grew by +175 TWh to 863 TWh, as overall power generation grew by 280 TWh, totalling 5 023 TWh in 2012. Consequently, coal's share in overall Chinese power generation dropped from 79.1% to 75.9%.

Figure 1.3 Coal-based electricity generation in selected OECD non-member countries



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India is the world's third-largest coal-fired power generator, with a 2012 growth of +11.7% over 2011, the strongest growth shown in over a decade, totalling 801 TWh at the end of 2012. As hydro and gas-fired power generation decreased year-on-year, coal's share in power generation increased from 66.8% to 71.1%.

2012 South African coal-based power generation slightly decreased (-4 TWh or -1.7%) in accordance with a slight drop in total power generation compared to 2011. Development of coal-based power generation in Association of Southeast Asian Nations (ASEAN) countries varied from country to country. For example, while Indonesia (+17.7%), Malaysia (+5.3%), the Philippines (+11.9%) and Viet Nam (+4.8%) increased their coal-fired generation, Thailand's coal-fired production decreased by -4.0%.

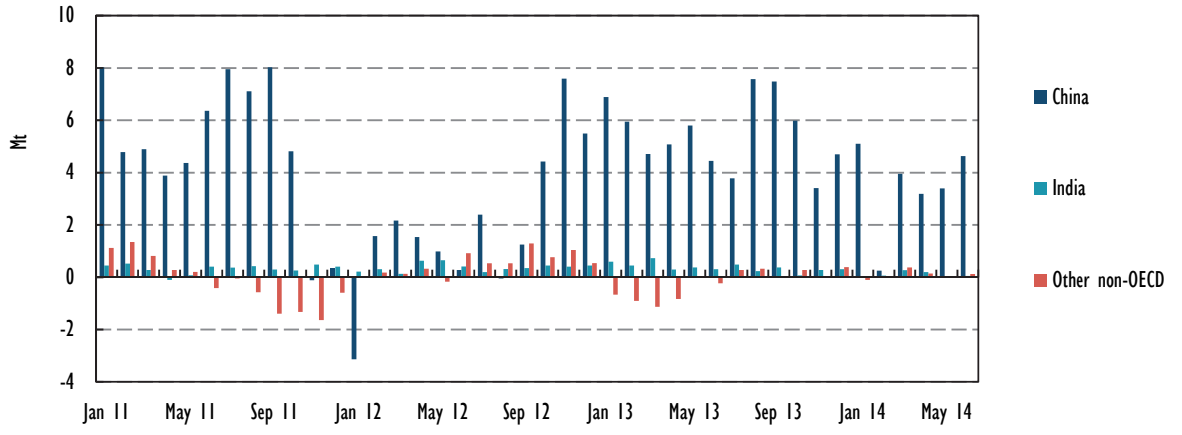
Non-power sector

Non-power coal consumption accounts for approximately 37% of overall coal consumption in OECD non-member countries: this is nearly double the share for that of OECD countries. Non-power sectors consumed around 1 540 Mtce in 2012, slightly up from approximately 1 500 Mtce in 2011. The iron and steel industry is the largest consumer (647 Mtce or 42%), followed by the cement industry (242 Mtce or 16%). Other significant volumes come from the chemical industry (84 Mtce or 5%) and residential coal burn (89 Mtce or 6%).

China accounts for greater than 70% of 2012 non-power coal consumption from OECD non-member countries. This is primarily from China's iron and steel industry (469 Mtce) and cement production (183 Mtce). While China saw only moderate growth below 3% in 2012 in non-power coal consumption, steel production growth in 2013 stood at 9.3% with strong, monthly year-on-year increases, indicating stronger growth for non-power coal consumption (see Figure 1.4).

In 2012 steel production growth in India was 6.2%. Accordingly, coal consumption in the iron and steel industry was strong (70 Mtce), up from 2011 (65 Mtce). Cement production accounts for another 22 Mtce of India's 2012 non-power coal consumption. India's 2013 steel production growth slowed down slightly, however, indicating slower growth in non-power coal consumption.

Figure 1.4 Monthly year-on-year differences in crude steel production in OECD non-member countries, 2011-14



Source: World Steel Association (various years), *Crude Steel Production*, Brussels, World Steel, www.worldsteel.org/statistics/crude-steel-production.org.

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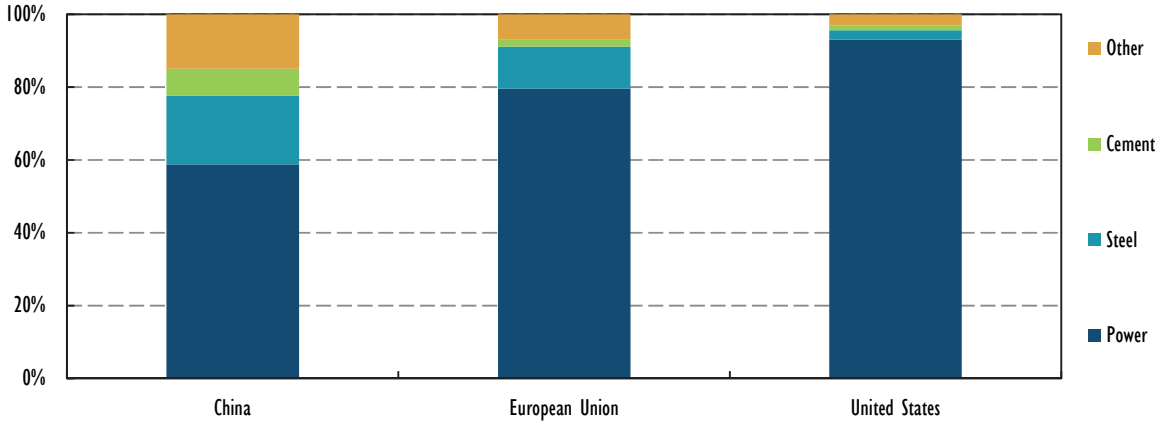
Regional focus: China

China remains the largest coal consumer in the world, accounting for more than 50% of global coal consumption when measured in energy content. However, coal consumption in China, with an average growth of 8.7% over the last ten years (when measured in energy content), is not only impressive in magnitude, but shows a distinct consumption footprint when compared to other parts of the world.

Figure 1.5 compares coal consumption by sector between China, the European Union and the United States. China's share of coal consumption for power generation (less than 60%) is lower than that of the European Union (80%) or the United States (93%). On the other hand, coal use in industrial processes like steel, cement and other industries consume a much larger share in China when compared to the European Union or the United States. Steel production in China accounts for approximately 19% of overall coal consumption, and cement and other uses also consume more than 20%. By contrast, the share in coal consumption of all United States' industrial uses is approximately 7% and the European Union's share is approximately 20%.

Figure 1.5 Coal consumption in selected regions by sector, 2012



China saw tremendous growth in power generation over the past ten years, with increases from 1 388 TWh in 2000 to 5 023 TWh in 2012, an annual growth rate of over 10%, and consistent increases in 2013 over 2012 (7.5%). Hydro (15%) and coal-fired (75%-80%) power generation account for the largest shares of Chinese power generation. In 2013, Chinese hydro capacity increased by +12.8% (+32 GW), reaching a total of 282 GW. These 2013 hydro additions, primarily in the Yunnan and Sichuan provinces in southwest China, were roughly the size of all installed hydro capacity in Norway. Comparatively, overall Chinese thermal power capacity in 2013 increased by +4.5% (+37 GW) to 862 GW, a steep decrease from capacity increases in 2012 (+56 GW) and 2011 (+62 GW).

The split in power demand between the different sectors in China is different from patterns in Western countries. As illustrated in Figure 1.6, industrial and construction sectors account for the majority of Chinese power demand (74%). In the European Union and the United States, by comparison, this share is approximately 36% and 26% respectively.

Conversely, the share of Chinese services (11%) is approximately one-third of the share of services in the European Union and the United States. Household power demand accounts for approximately 13% of power demand in China, less than half the share seen in the European Union and the

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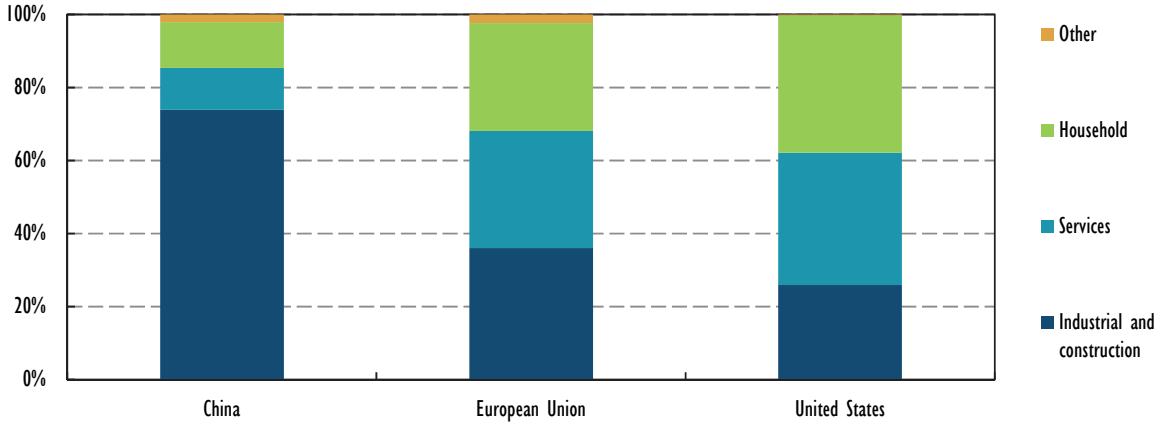
United States. From 2012 to 2013, relative growth was the strongest in the services (+10.3%) and household (+9.2%) sectors in China, showing a total growth of approximately 160 TWh.

In absolute terms, the bulk of growth in 2013 came from the industrial and construction sectors, which grew by 256 TWh (+7.0%). Overall power consumption increased by 373 TWh (+7.5%) to 5 396 TWh. Jiangsu province in eastern China became the largest power consuming province (496 TWh) in 2013, driven primarily by strong economic performance, and surpassing Guangdong province (483 TWh), which had been the largest consumer for the previous two decades.

Figure 1.6 Power demand in selected regions by sector, 2012



The steel sector accounts for the largest share in non-power coal consumption in China. Steel production increased by approximately 66 Mt (+9.3%) to 775 Mt (Figure 1.7) throughout 2013, strengthening China's position as the world's largest steel producer. Core steel-producing provinces are Hebei (+4%), in the North China region, and Jiangsu (+11%). By the end of 2013, the steel sector faced low steel prices and persisting overcapacities. During the first half of 2014, output in Hebei was lower than in the same period in 2013; however this was offset by higher production from other provinces like Jiangsu and Liaoning. Approximately 10% of Hebei's steel companies are struggling, and their steel capacity will continue to be reduced as the Chinese government attempts to curb growing pollution.

Overall steel demand in China grew by approximately 8% in 2013. The construction sector is the largest user of steel in China, followed by the machinery and automobile sectors. Other users include the energy sector, home appliances and railway construction.

Pig iron production generally followed the same trend as crude steel production, increasing by 6.9% from 2012 (657 Mt) to 2013 (703 Mt). The largest pig iron-producing regions were again Hebei (+3% growth year-on-year) and Jiangsu (+11%).

Coal demand from coal conversion processes is increasing in China, with large investments (see Box 3.2 for a detailed description of coal conversion processes). Some regions in China, such as Inner Mongolia or Xinjiang, have large reserves of stranded coal and host many projects for coal conversion. Previously, coal gasification was used for many purposes: manufactured gas, liquid fuels, fertilisers, and so forth. In 2006, there were more than 8 000 operational gasifiers in China. However, clean, or modern, coal conversion processes refer to larger scale operations, with improved environmental performance and economics. The only operational coal-to-liquid direct liquefaction plant is the Shenhua Group

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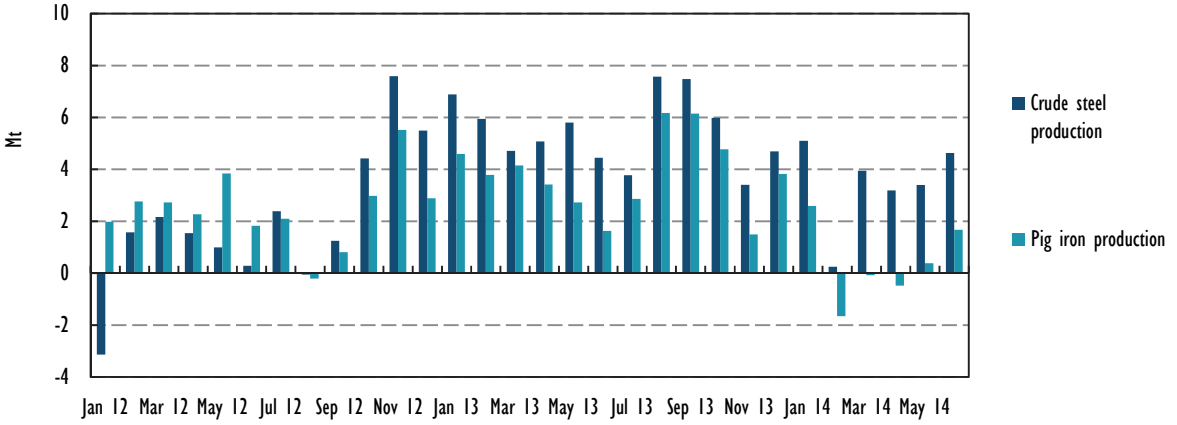
Cloud Peak Energy (2447)

Corporation's plant in Ordos, with a current capacity of 1.08 million tonnes per annum (Mtpa) and plans to triple this capacity in the coming years. In addition, there are three indirect liquefaction plants in operation with a combined capacity of 0.5 Mtpa, with plans for more. Shenhua maintains coal-to-olefins plants in Baotou (Inner Mongolia) and Ningxia, with a combined capacity of over 1 Mtpa, and Datang Group operates a 0.5 Mtpa coal-to-olefins plant in Duolun (Inner Mongolia). Other coal-to-chemicals plants are in operation, such as Tongliao Jinmei, the first company producing ethylene glycol from coal in Inner Mongolia (0.2 Mtpa capacity).

Figure 1.7 Monthly year-on-year differences in crude steel and pig iron production in China, 2012-14



Source: World Steel Association (various years), *Crude Steel Production*, Brussels, World Steel, www.worldsteel.org/statistics/crude-steel-production.org.

Regional focus: Power sector in India

India is the third-largest coal consumer in the world, accounting for approximately 10% of world coal demand. Thermal coal accounts for approximately 89% of India's 2013 coal demand, the remainder almost evenly divided between lignite and met coal. The power sector accounts for more than two-thirds of India's overall coal demand, with the second- and third-largest sectors being the iron and steel industry (14%) and the cement industry (4%).

70% of India's electricity generation is powered by coal, and as of April 2014, coal generation capacity was approximately 145 GW, around 60% of India's overall capacity. Thermal capacity additions of 17 GW were added between April 2013 and March 2014, and 20 GW during the same period in 2012-13. Despite those additions, it is not likely India's five-year plan target[5] will be met. Not only are capacity additions behind targets, existing capacities are also not operating at maximum despite the prevalence of power shortages. This is due, in part, to an insufficient supply of fuel to the power plants.

Apart from getting new power plants online and meeting the challenge of supplying fuel to them, India is also struggling to enable power transfer between regions in India, which would open up the possibility to address regional supply-and-demand imbalances. In January 2014, state-run India Power Grid Corp. created a single transmission grid, linking India's Northern, Eastern, North-Eastern and Western grids (interconnected since 2006) to the previously isolated South grid, thereby creating the world's largest power grid. The 765 kV single circuit transmission line between Sholapur, Maharashtra (Western grid) and Raichur, Karnataka (Southern grid) was commissioned five months ahead of schedule. Previously, India's Southern region suffered from severe power shortages, resulting in power prices nearly

[5] India's track record for achieving five-year plans suffers, as generation capacity additions have on average come short 35% compared to the target.

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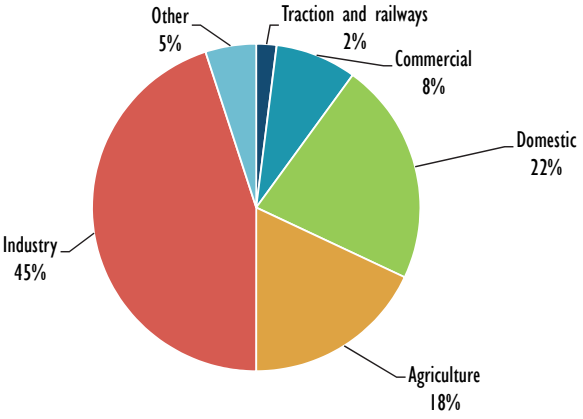
double that of the other grids. Power generators in the Western grid are, in particular, anticipating the benefits of the single grid by increasing generally low full load hours and margins of operations.

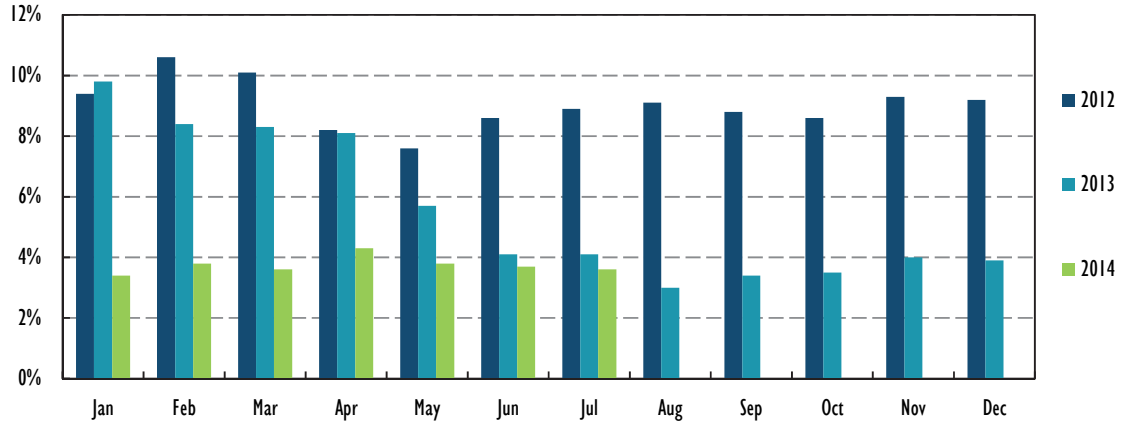
The industry sector is the largest power consumer in India, accounting for approximately 45% of the total. Residential power consumption accounts for approximately 22%, followed by agriculture at 18% and the commercial sector at approximately 8%. These shares have fluctuated as residential and commercial power consumption increases due to increasing electrification, urbanisation and the rise of the service sector, at the expense of a steady reduction in agriculture's share. Additionally, India's sector's share percentages vary region by region, with Southern India traditionally more agricultural. Residential demand is more pronounced in the Northern region, such as in highly populated states like Uttar Pradesh.

Figure 1.8 Power consumption (utilities) by sector in India, 2012-13



Source: Central Statistics Office (2014), *Energy Statistics 2014,* Ministry of Statistics and Programme Implementation, government of India, New Delhi, http://mospi.nic.in/mospi_new/upload/Energy_stats_2014.pdf.

Figure 1.9 Power deficit and seasonality in India, 2012-14



Source: CEA (Central Electricity Authority) (various years), Executive Summary Power Sector, Ministry of Power, government of India, New Delhi.

Indian power demand generally exhibits a seasonal structure. Domestic power demand is usually lower during the monsoon season (June to September), and higher in the hot months preceding the monsoon as well as in winter. This seasonal pattern is seen in power deficits as well, as shown in Figure 1.9, with power deficits[6] highest in winter (8%-10%) and decreasing in monsoon season.

[6] Power deficit is the difference between power demand and supply. Because demand is not met, the power deficit can only be an estimate.

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Supply

Global coal supply grew by 0.4% (+28 Mt) from 7 794 Mt in 2012 to an estimated 7 823 Mt in 2013. 2013 coal supply growth was substantially lower than both 2012 (2.2%) and the ten-year average (4.7%). Supply growth in 2013 was particularly weak in China (+0.8%), the world's largest coal producer, and India (+1.5%). Both countries have had much higher coal supply growth in previous years, with ten-year average growth rates above 5%. Supplies from the United States, the world's second-largest coal producer, continued to trend downward, 28 Mt lower in 2013 than in 2012, at an estimated 904 Mt. Although Indonesian supply growth slowed in 2013, down from a +15.8% ten-year average to an estimated +10.1%, Indonesia accounts for the majority of incremental global coal supplies and is now the world's fourth-largest coal producer. Additional global supplies came from producers in Australia, who increased production, thereby increasing Australian output by 6.6% (+29 Mt) to an estimated 459 Mt in 2013.

Thermal coal accounted for 76.9% of 2013 global coal supplies, with met coal accounting for 12.4% and lignite for the balance. Incremental hard coal supply volumes came primarily from thermal coal, which increased by 55 Mt (approximately +0.9% growth), to 6 015 Mt in 2013. Met coal supply grew by 22 Mt (approximately +2.3% growth) to 968 Mt. Lignite supplies declined in 2013 by 49 Mt (-5.5%) compared with 2012. Lignite production dropped in both OECD member countries (-30 Mt) and OECD non-member countries (-19 Mt) to an estimated 840 Mt by the end of 2013.

Table 1.4 Coal supply overview

Country	Total coal supply (Mt) 2012	Total coal supply (Mt) 2013*	Absolute growth (Mt) 2012-13	Relative growth (%) 2012-13	CAGR (% per year) 2003-12	Share (%) 2013
China	3 532	3 561	28	0.8%	8.7%	45.5%
United States	932	904	-28	-3.0%	-0.6%	11.6%
India	604	613	9	1.5%	5.2%	7.8%
Indonesia	444	489	45	10.1%	15.8%	6.2%
Australia	431	459	29	6.6%	2.4%	5.9%
OECD	2 024	1 994	-30	-1.5%	-0.2%	25.5%
Non-OECD	5 770	5 828	58	1.0%	4.7%	74.5%
World	**7 794**	**7 823**	**28**	**0.4%**	**4.7%**	**100.0%**

Note: differences in totals are due to rounding.

* Estimate.

OECD supply trends

OECD coal production decreased by 1.5% (-30 Mt) in 2013, to 1 994 Mt. This drop in coal supplies can mainly be attributed to lignite production, which dropped by 5.1% (-30 Mt). Thermal coal supplies in OECD countries dropped 0.8% (-9 Mt). However, thermal coal supplies varied significantly between OECD regions. While OECD Asia Oceania production grew by 11.7% (+26 Mt) in 2013, primarily due to increased production in Australia, OECD Europe and OECD Americas' production declined by 12.7% (-14 Mt) and 2.6% (-21 Mt) respectively. 2013 met coal supplies increased by 3.1% (+9 Mt) over 2012, mainly due to increases in OECD Asia Oceania.

The majority of incremental OECD hard coal production came from Australia, which increased production by 37 Mt. Incremental supplies in Australia came from both steam coal (+26 Mt) and met

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coal (+11 Mt). Australian producers are increasingly trying to generate economy of scale by increasing production as well as continuing to produce even during unfavourable international coal pricing due to take-or-pay contract obligations.

The United States' hard coal supplies decreased by 26 Mt despite increasing coal demand from the power sector. Apart from lower exports, stock changes served increasing demand (see Table 1.5).

Production in OECD Europe declined in 2013 due to both mine closures, such as the Daw Mill mine in the United Kingdom, which closed in March 2013 following a fire, and competition with other coal producers exacerbated by low coal prices.

Table 1.5 Hard coal supply-and-demand balance for the United States (Mt)

	2010	2011	2012	2013*
Production	925	932	861	834
Imports	17	12	8	8
Exports	74	97	114	107
Stock changes	13	-1	-7	37
Demand	881	846	748	772

* Estimate.

Lignite supplies decreased significantly from 2012 to 2013. In OECD Europe, Greece and Turkey saw the strongest lignite supply decline due to lower lignite-fired power generation. Lignite production in Germany, the largest lignite producer in the world, remained stable in 2013 at 183 Mt. Lignite production in Australia decreased by 9 Mt to 63 Mt, a decline driven mainly by the carbon tax.

Table 1.6 Hard coal and lignite production among selected OECD member countries (Mt)

Country	Hard coal		Lignite	
	2012	2013*	2012	2013*
Australia	359	397	71	63
Canada	57	60	9	9
Czech Republic	12	9	44	40
Germany	12	8	185	183
Greece	0	0	63	54
Hungary	0	0	9	10
Korea	2	2	0	0
Mexico	15	15	0	0
New Zealand	5	4	0	0
Norway	1	2	0	0
Poland	80	77	64	66
Slovak Republic	0	0	2	2
Spain	6	4	0	0
Turkey	3	3	68	63
United Kingdom	17	13	0	0
United States	861	834	72	70

* Estimate.

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Regional focus: United States

The United States (US) is the second-largest coal producer in the world, with the world's largest recoverable coal reserves (224 Gt of hard coal). United States' coal production peaked in 2008 at 1 076 Mt and decreased since then to its 2013 level of 904 Mt. Approximately 756 Mt of US coal production is thermal coal, 78 Mt is met coal and another 70 Mt lignite.

Although US coal is mined in more than 20 states, about 70% of total United States' coal comes from mines in Illinois, Kentucky, Pennsylvania, West Virginia and Wyoming. The majority of thermal coal is produced in mines in the Powder River Basin (PRB), the Illinois Basin and the Appalachian Basin. Virtually all met coal is mined in the Appalachia region, mostly in Central Appalachia, which was once the largest coal producing area in the United States. Currently, however, the largest producers are the PRB and the Illinois Basin.

Approximately 34% of US coal is mined in underground operations, with the remaining 66% in surface operations. However, this split varies widely between regions. In the eastern mining regions, 32% of coal is produced underground and 68% in surface mines. In western regions, surface mining accounts for 91% and only 9% is underground. Consequently, underground mining is prevalent in the Central Appalachian, Northern Appalachian and Illinois basins, while surface mining is prevalent in the PRB. Currently, around 1 200 mines are operating in the United States with average annual production below 1 Mt. In 2012, the ten largest mines in the United States had an average annual production of approximately 65 Mt and accounted for more than 70% of overall coal production. The 50 largest mines had an average production of around 86%.

The two largest mines in the United States are both located in the Powder River Basin: Peabody's North Antelope Rochelle Mine, which produced approximately 100 Mt of coal in 2013 and currently holds the largest coal reserves in the world (2.2 Gt), and Arch Coal's Black Thunder mine, which produced approximately 91 Mt in 2013.

Table 1.7 Capital expenditure, historical and anticipated, for major US coal producers, 2012-14, in USD million

	2012	2013	2014*
Peabody Energy	990	330	250-300
Arch Coal	395	297	180-190
Alpha Natural Resources	498	258	225-275
Cloud Peak Energy	104	57	40-60
Consol Energy**	663	459	390
Alliance Resource Partners	425	329	320-350
Walter Energy	392	154	130

* Estimate.

** Consol Energy is engaged in both coal and gas related businesses. The capital expenditures reported here refer only to coal. Moreover, in 2013, several mines were sold to Murray, which became fifth-largest US coal producer.

Half of US coal production comes from four producers: Peabody Energy, Arch Coal, Alpha Natural Resources and Cloud Peak Energy. In order to remain profitable in a low-price market, US producers continue to reduce costs. This includes mine idling, selling non-core assets and mine closures (see Chapter 2 for an overview of cost reduction measures). Subsequently, the number of total US mines has been reduced, from over 1 400 mines in 2010 to 1 325 mines in 2011 and 1 229 mines in 2012 (EIA, 2013). Reported

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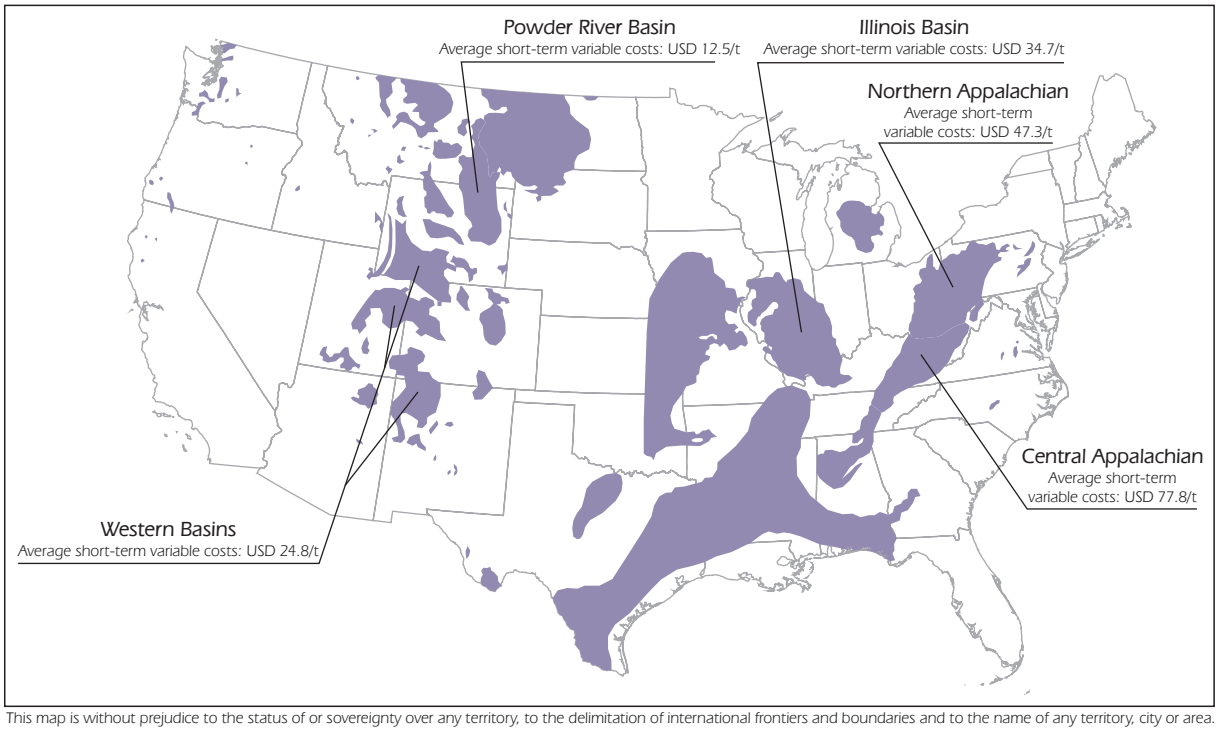
capital expenditures also decreased, with overall 2013 capital expenditures over 30% lower than those from 2012. This current attempt to reduce cost continues, and the announced 2014 capital expenditures from the major producers are again significantly lower than those from 2013 (see Table 1.7).

Map 1.1 shows that average short-term variable costs for thermal coal vary strongly between the different coal basins in United States, with average costs lowest in the PRB at USD 12.5/tonne (t). Coal from the Western Basin (comprising the Uinta Basin, the Green River Basin and the San Juan River Basin among others) are also on the low side of the US supply curve, with costs of USD 24.8/t. Coal from the Illinois Basin and Northern Appalachia are in the middle of the supply curve, with costs averaging at USD 34.7/t and USD 47.3/t respectively. Central Appalachian coal, at USD 77.8/t, is on the upper side of the supply curve. When adjusting costs by energy content, the cost picture does not change significantly. Coal from the PRB is typically of lower calorific value, with standardised contracts based on a calorific value of approximately 4 650 kilocalories per kilogramme (kcal/kg). Coal from Northern and Central Appalachia ranks between 6 600 kcal/kg and 6 870 kcal/kg. The calorific value of coal from the Illinois Basin is somewhat lower, with standardised products settled around 6 240 kcal/kg. Sulphur content of Illinois Basin coal is rather high at around 3%.

Map 1.1 Short-term variable costs for thermal coal in the United States by region, 2013



This map is without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries and to the name of any territory, city or area.

* Short-term variable costs include mining costs, costs for coal preparation, overhead as well as royalties and taxes. Not included are transport costs and port fees.

Source: IEA analysis from Wood MacKenzie (2014).

Transport distance and cost differences can be significant in the United States: PRB coal travels an average of almost 2 000 kilometres (km) by rail, compared to a distance of approximately 500 km to 700 km for coal from the Illinois Basin. Varying costs of mining and transport are also reflected in varying average sales prices of coal in the different states. Sales prices in the United States averaged

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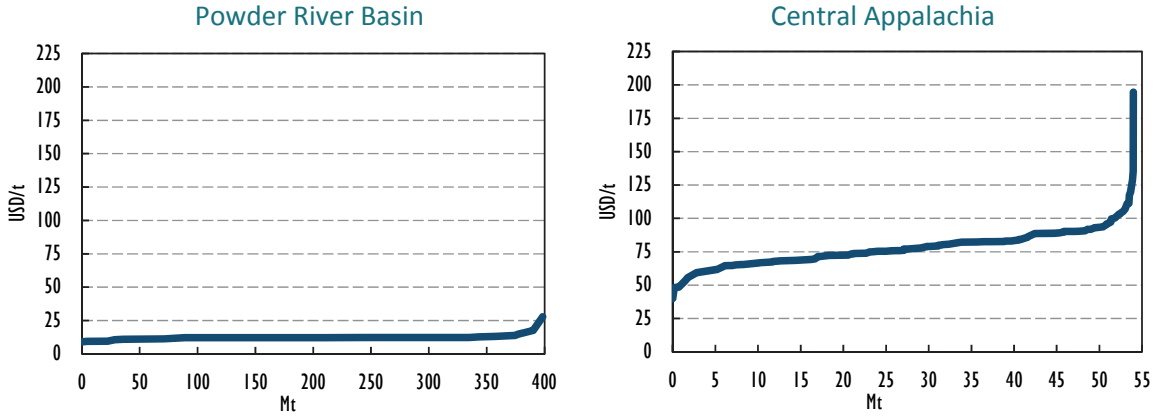
USD 73/t for bituminous coal in 2012. Illinois is below average at USD 59/t, Kentucky at USD 70/t, Pennsylvania at USD 81/t and West Virginia at USD 91/t, which are all on the upper side. Bituminous coal in Virginia sells for an average price of USD 122/t (EIA, 2013).

Apart from notable regional cost differences between the basins displayed in Map 1.1, there are also cost differences within each basin. Figure 1.10 lists short-term variable cost curves for the PRB and Central Appalachia. As shown, the majority of coal in the PRB is mined for short-term variable costs between USD 10/t to USD 15/t (average USD 12.5/t, and an average strip ratio between 3 and 4). Average costs in Central Appalachia are higher than costs in the PRB, and the variance of costs in Central Appalachia is higher than the variance in costs in the PRB, where the majority of US coal is mined. Central Appalachian costs are in the rather large bandwidth of USD 50/t and USD 100/t. Comparatively, the average strip ratio of Central Appalachian surface mines is approximately 11.

Figure 1.10 Short-term variable cost curves for thermal coal and different coal basins in the United States, 2013



Source: IEA analysis from Wood MacKenzie (2014).

OECD non-member supply trends

Coal production in OECD non-member countries grew by 1.0% (+58 Mt) in 2013, the lowest growth rate since 2000. 2013 total coal output was 5 828 Mt, up from 5 770 Mt in 2012. Supply growth was weak for thermal coal (+1.3% or 64 Mt) and coking coal (+2.0% or 13 Mt), with lignite 2013 supply decreasing by -6.3% (from 296 Mt to 277 Mt).

Supply from China, the world's largest hard coal producer, was approximately 3 561 Mt, a 28 Mt (+0.8%) increase over 2012. Incremental coal volumes came from both thermal coal (+17 Mt) and met coal (+11 Mt). When compared to last year's growth rate of 3.3% and the ten-year average growth rate of 8.7%, growth is slowing in China.

India, the third-largest hard coal producer in the world, saw 2013 hard coal production increases of 1.9% (+11 Mt) to an estimated 568 Mt, much lower than the ten-year average growth of 5.1%. Thermal coal production increased by 1.2% to an estimated 562 Mt. Met coal production almost tripled in 2013 to an estimated 6 Mt. However, Indian production figures require scrutiny, as a reported 60 Mt of coal is stolen annually in India, almost 10% of overall Indian coal production. While such estimates might be excessive, the magnitude of this reported figure is significant.

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Indonesia, the fourth-largest hard coal producer in the world, saw production increase by 10.1% (+45 Mt) in 2013 to an estimated 489 Mt, lower than the Indonesian ten-year average growth of 15.8%.

Following a strong increase in output from 2011 to 2012, hard coal production in Russia and Kazakhstan has remained close to their 2012 levels.

Output in 2013 fell in Colombia (-4.1%, totalling 85 Mt) and South Africa (-1.1%, totalling 256 Mt), mainly due to supply disruptions.

Lignite production in OECD non-member countries decreased significantly (-6.3%) in 2013. This development is mainly driven by a strong decline in production of lignite from non-OECD Europe, primarily production decreases in Bulgaria (-5 Mt) and Romania (-9 Mt). Russia (73 Mt), India (45 Mt), Thailand (18 Mt) and Mongolia (8 Mt) are further major lignite suppliers among OECD non-member countries.

Table 1.8 Hard coal and lignite production among selected OECD non-member countries (Mt)

Country	Hard coal		Lignite	
	2012	2013*	2012	2013*
Bulgaria	0	0	33	29
Colombia	89	85	0	0
India	557	568	46	45
Indonesia**	444	489	0	0
Kazakhstan	113	115	8	5
China	3 532	3 561	0	0
Romania	0	0	34	25
Russia	278	274	77	73
Serbia	0	0	38	40
South Africa	259	256	0	0
Ukraine	68	66	0	0
Viet Nam	42	40	0	0

* Estimate.

** Actually, part of that coal is lignite.

Regional focus: Indonesia

Although Indonesia has only 1.8% (14 Gt) of the world's proven hard coal reserves and a 6.2% share of global coal production, it is the world's largest coal exporter, accounting for approximately 1/3 of overall world coal exports. Indonesia is in a geographically advantageous location to serve the growing Asian market, has comparatively low production and transportation costs, coal mines in close proximity to the coast and comparatively few environmental restrictions. These have contributed to Indonesia's impressive export growth from approximately 57 Mt in 2000 to 426 Mt in 2013 (see Figure 1.11). The share of exports in overall production rose from approximately 72% in 2000 to 88% in 2013, as domestic coal demand grew (+8.1% per year) at approximately half the pace of production (+15.0%) and exports (+16.8%).

The vast majority (99%) of Indonesian coal production is thermal coal,[7] although it also produces coking coal. Indonesian coal quality tends to have lower calorific value and higher moisture content, as high calorific value coal reserves in Indonesia are limited. The five largest companies, PT Adaro

[7] As mentioned in Footnote 1 of Chapter 1, Indonesian thermal coal is actually bituminous and sub-bituminous coal as well as lignite.

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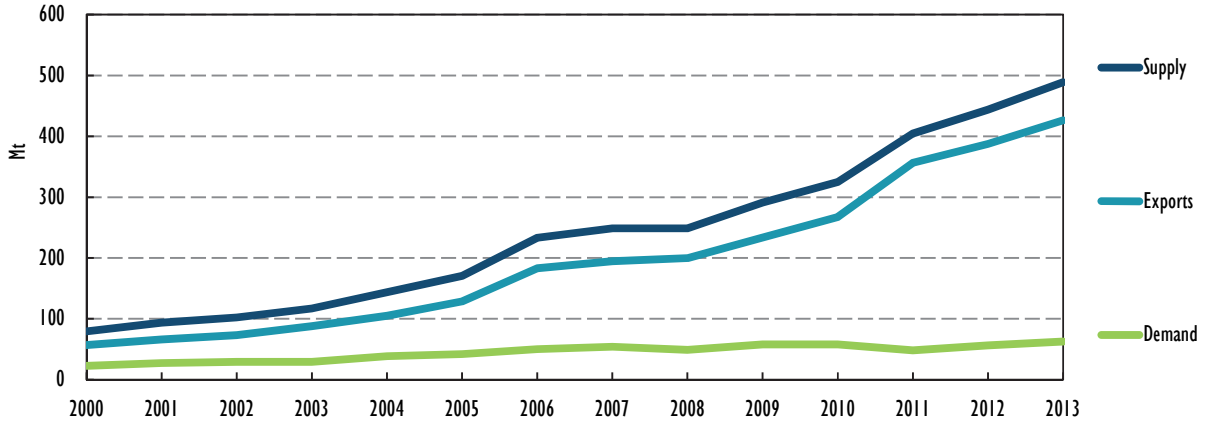
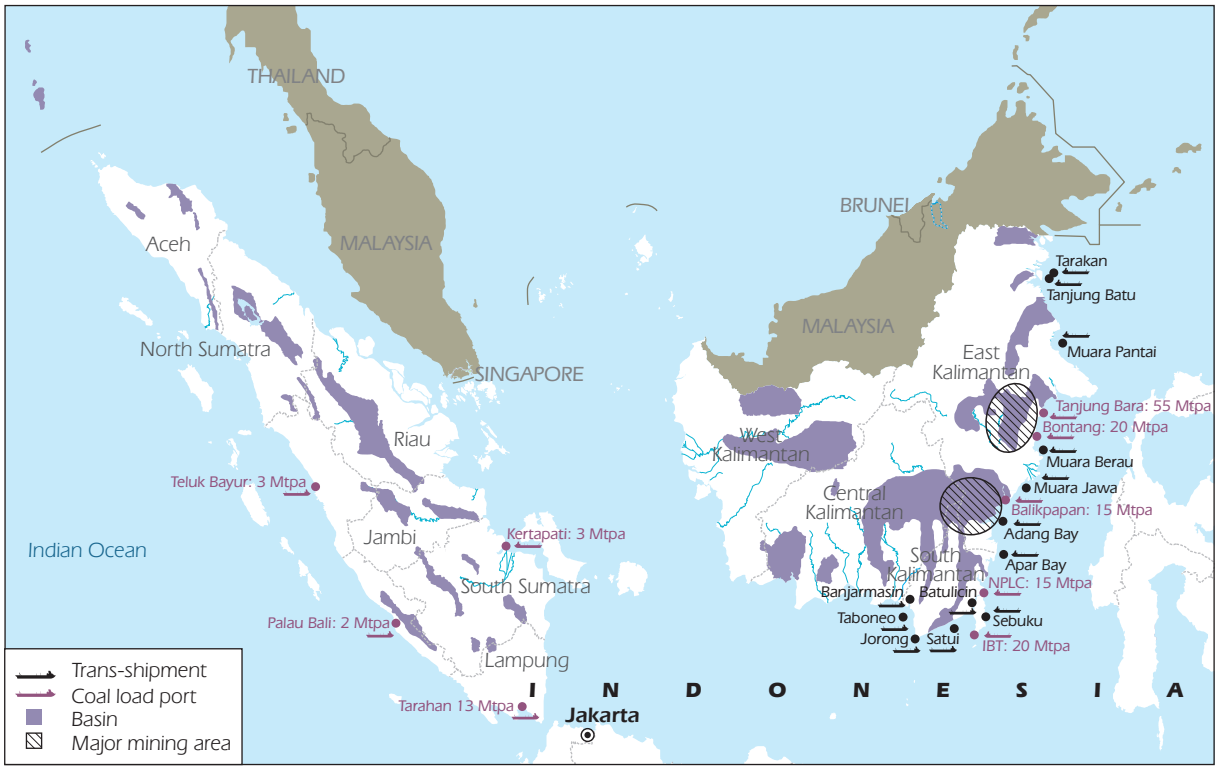
Indonesia (2013: 52 Mt), PT Kaltim Prima Coal (Bumi) (2013: 45 Mt), PT Kideco Jaya Agung (2013: 37 Mt), PT Indotambang Raya Megah (2013: 30 Mt) and PT Arutmin Indonesia (Bumi) (2013: 29 Mt) account for almost 40% of Indonesian coal production. PT Asmin Coalindo Tuhup (AKT) is the largest met coal producer in Indonesia, with an output target of approximately 3 Mt in 2013.

Figure 1.11 Supply, demand and coal exports in Indonesia, 2000-13



Map 1.2 Indonesia coal infrastructure map



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The bulk of Indonesian production comes from Kalimantan, where approximately 91% of Indonesian coal is produced (57% East Kalimantan, 31% South Kalimantan and approximately 3% from Central Kalimantan). South Sumatra accounts for 7% of Indonesian production, with the remaining production

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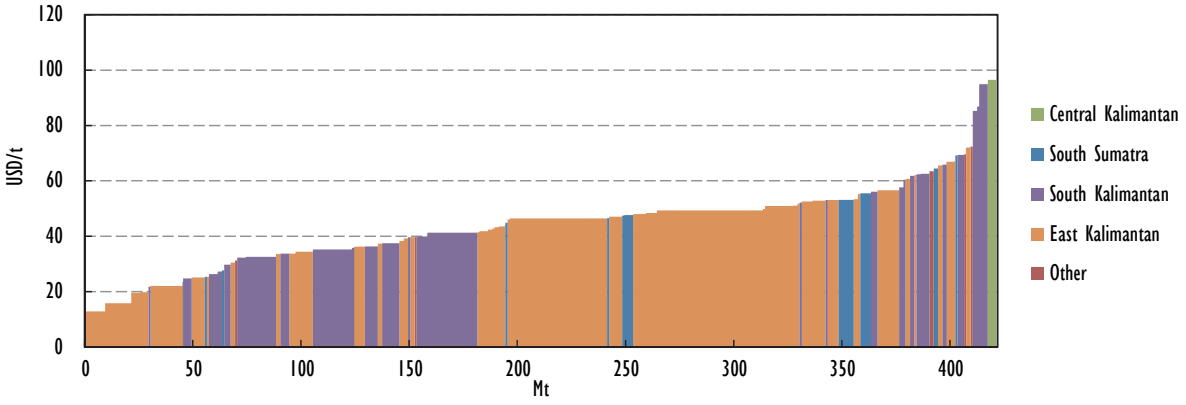
from smaller mining areas (see Map 1.2). There are more than 150 mines operating in Indonesia, with an average 2013 production per mine of approximately 2.8 Mt. By comparison, an average mine in Queensland (Australia) produced 4.5 Mt of saleable coal in 2013, an average mine in the United States less than 1 Mt.

Almost all Indonesian coal mines are surface mines using truck and shovel mining methods. Mining costs, which make up the largest part in free-on-board (FOB) costs in Indonesia, are very sensitive to movement in diesel prices. The average strip ratio of Indonesian mines is 8.

Overall weighted 2013 Indonesian coal mine FOB costs decreased by approximately 5% in 2013 to an average of USD 45/t. As indicated in Figure 1.12, costs vary between Indonesian basins and also within each basin. Low-cost mines in East Kalimantan produce coal at a cost below USD 20/t; South Kalimantan, below USD 40/t. However, despite being at the lower end of the global supply curve, many of Indonesia's smaller producers struggle to survive in the marketplace due to low international coal prices, resulting in mine closures and job cuts. For example, approximately 2 000 miners are reported to have lost their jobs in 2013 in the East Kutai region of East Kalimantan.

Figure 1.12 Indicative FOB cost curve for Indonesia



Source: IEA analysis from Wood MacKenzie (2014).

Although it occupies a smaller share in overall costs (approximately 15%) when compared to other parts of the world, transport costs are still an important cost component in Indonesia. There are generally four methods of coal transportation in Indonesia: truck, barge, rail and overland conveyor. Average transport costs vary by a factor of ten, with transport by truck at USD 0.10 per tonne-kilometre (USD/tkm) and barge at USD 0.01/tkm. Railway costs in Indonesia are approximately USD 0.07/tkm and overland conveyor costs are USD 0.05/tkm (see Figure 1.13).

Trucks are generally used to transport coal from mines to river ports, from where it is further barged. Both transport by truck and barging relies heavily on diesel and transport costs, and is therefore sensitive to fluctuations in diesel prices. Nevertheless, transport costs in Indonesia are relatively low when compared to other exporting countries, as coal can be transported by barge on rivers in Kalimantan to anchorage or coal terminals. Typical transport distances for coal barging range between short distances (10 km to 20 km) to larger distances (400 km to 700 km). Road transport is typically lower than 40 km. Despite not being commonplace, train transport distance ranges between 200 km and 450 km.

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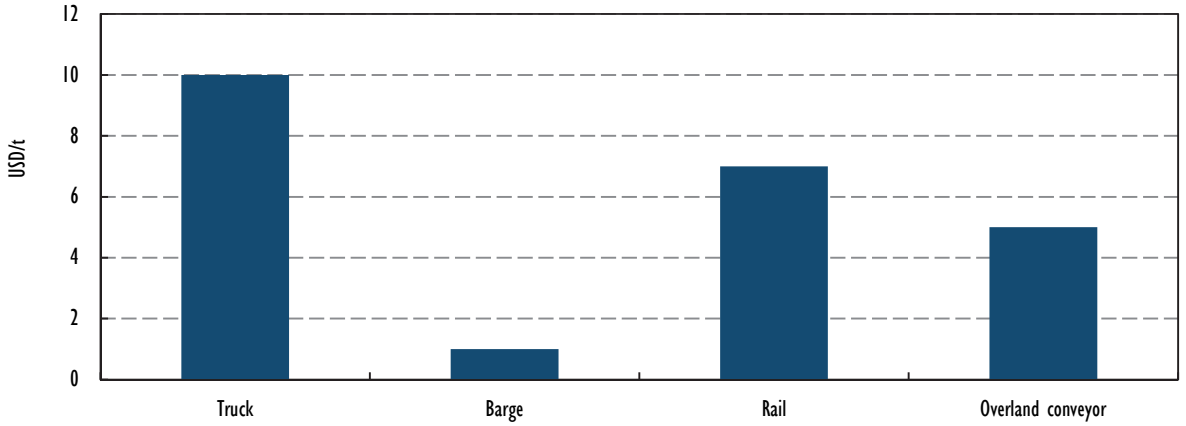
Figure 1.13 Typical cost for 100 km inland transportation in Indonesia



Overall Indonesian coal transport and load port capacity exceeds 430 Mtpa, and is currently not a source of bottleneck for coal exports. Kalimantan load port capacity exceeds 120 Mtpa, with PT Kaltim Prima Coal's Tanjung Bara (55 Mtpa) the largest coal-loading port. Load ports in Kalimantan can accept vessel sizes between 80 000 and 200 000 deadweight tonnage (dwt). Loading ports in Sumatra are smaller, with vessel sizes ranging between 20 000 dwt and 65 000 dwt. Combined load port capacity in Sumatra exceeds 20 Mtpa, with PTBA's Tarahan one of the largest (12.5 Mtpa). Off-shore and barge loading capacity is dependent upon the number of floating cranes/platforms installed, but may exceed 290 Mtpa, and is easily extendable.

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2. RECENT TRENDS IN INTERNATIONAL COAL TRADING

Summary

- **2013 international coal trade grew 4.2% (+54 million tonnes [Mt]), to an estimated 1 333 Mt.** This is a 2.5 percentage point decrease from 2012 growth, and is the sum of thermal coal (5.0% increase to 1 028 Mt); met coal trade (2.4% increase to 301 Mt); and a small amount of traded lignite.[1]

- **Seaborne trade, approximately 90% of international coal trade, grew 4.9% (+56 Mt) in 2013, to an estimated 1 204 Mt.**[2] This is a 2.6 percentage point decrease from 2012 growth. This slowdown in growth can be attributed to the seaborne thermal coal trade, which grew by only 3.1% to 923 Mt, more than a 5 percentage point decrease compared to 2012 growth. Seaborne met coal trade increased by 4.7%, to 265 Mt.

- **China and Indonesia remain the dominant importer and exporter respectively in the international coal trade.** China accounted for the bulk of incremental imports, with an import increase of 13.2% (+40 Mt) over 2012 to 341 Mt. Indonesia remains the world's leading coal exporter in terms of both energy content and volume in 2013, with a coal export growth of 10.0% (+39 Mt) to 426 Mt.

- **Both thermal and met coal prices continued to decline during 2013 and 2014 due to an oversupplied market.** In China, domestic coal producers cut coal prices to secure market share, which exerted significant downward pressure on international coal prices. Imported European steam coal prices were traded between USD 70 per tonne (USD/t) to USD 80/t throughout 2014, which is approximately USD 40/t to USD 50/t less than in March 2011. Australian met coal prices traded between USD 112/t and USD 116/t since April 2014, compared to USD 320/t in March 2011.

- **Coal producers continued to reduce supply costs in 2013.** Measures taken to improve competitiveness include labour cost reductions, increases in productivity and renegotiating take-or-pay contracts. In addition, many producers focused on increased production that benefited from economies of scale. However, despite these efforts, many producers continue to operate at a loss due to current low coal prices.

The international coal market

In 2013, international coal trade growth was 2.5 percentage points lower than that of 2012, at 4.2% or an increase of 54 Mt to 1 333 Mt. Approximately 91% (49 Mt) of incremental volumes came from thermal coal trade (1 028 Mt); met coal trade increased by 7 Mt to 301 Mt, and small quantities of lignite account for the balance.

Around 90% of internationally traded coal is seaborne, whose growth slowed from +7.4% in 2012 to +4.9% in 2013. This can be attributed to a slowdown in seaborne thermal coal trade growth (+3.1%, more than 5 percentage points lower than 2012), although seaborne thermal coal trade (923 Mt) still provided the largest share in 2013 overall seaborne coal trade. Seaborne met coal trade increased during this period by 4.7% to 265 Mt.

[1] Indonesian thermal coal exports include lignite in this report.
[2] Due to some statistical differences, total coal trade does not exactly match seaborne trade plus inland trade.

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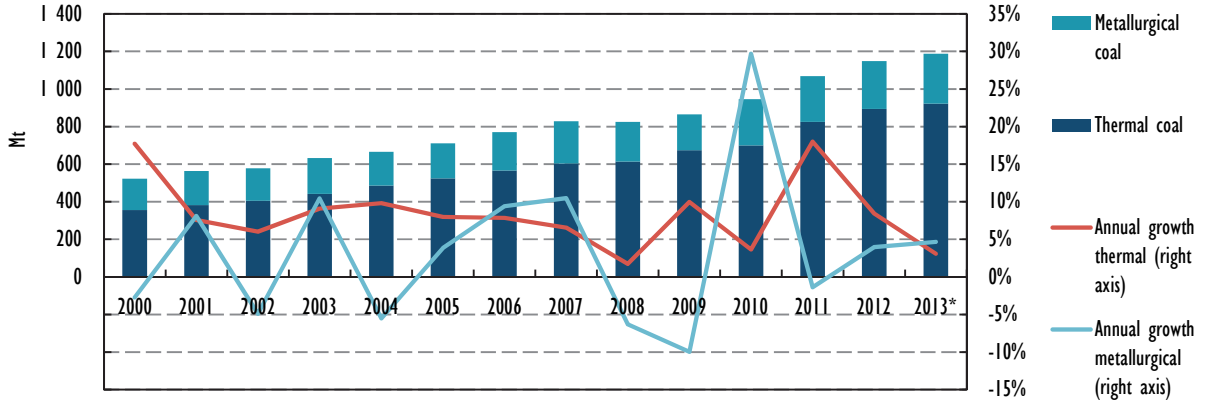
Figure 2.1 Development of the seaborne thermal and met coal markets, 2000-13

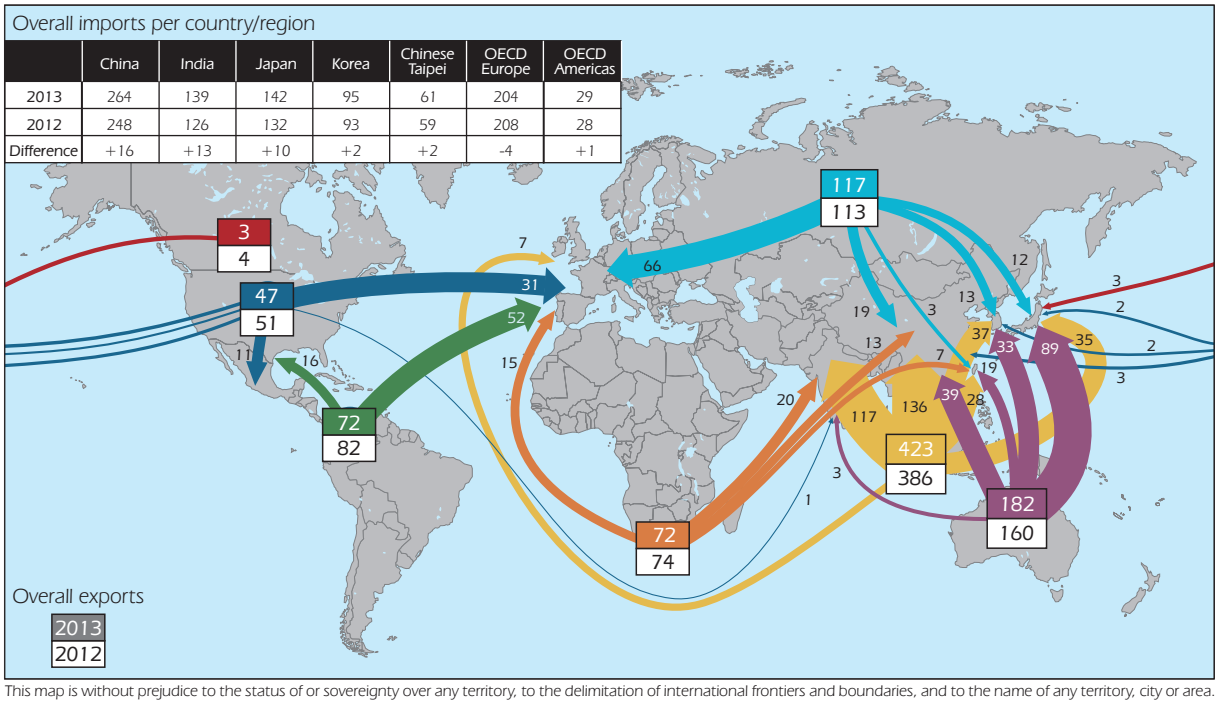


* Estimate.

International thermal coal trade

Although its share has increased by approximately 4 percentage points since 2000, international thermal coal trade still accounts for only a moderate share of total thermal coal demand (17%). The remainder is produced domestically. Approximately 90% of the international thermal coal trade is seaborne.

Map 2.1 Major trade flows in the thermal coal market, 2013



This map is without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries, and to the name of any territory, city or area.

Note: Given that minor flows have not been represented in the map, and some statistical differences, imports and exports flows do not match exactly. This figure must therefore be regarded as indicative.

Map 2.1 illustrates major thermal coal trade flows in 2013, from the largest seven producing countries/ country groups to the primary demand centres. 2013 seaborne trade flows saw further increases in

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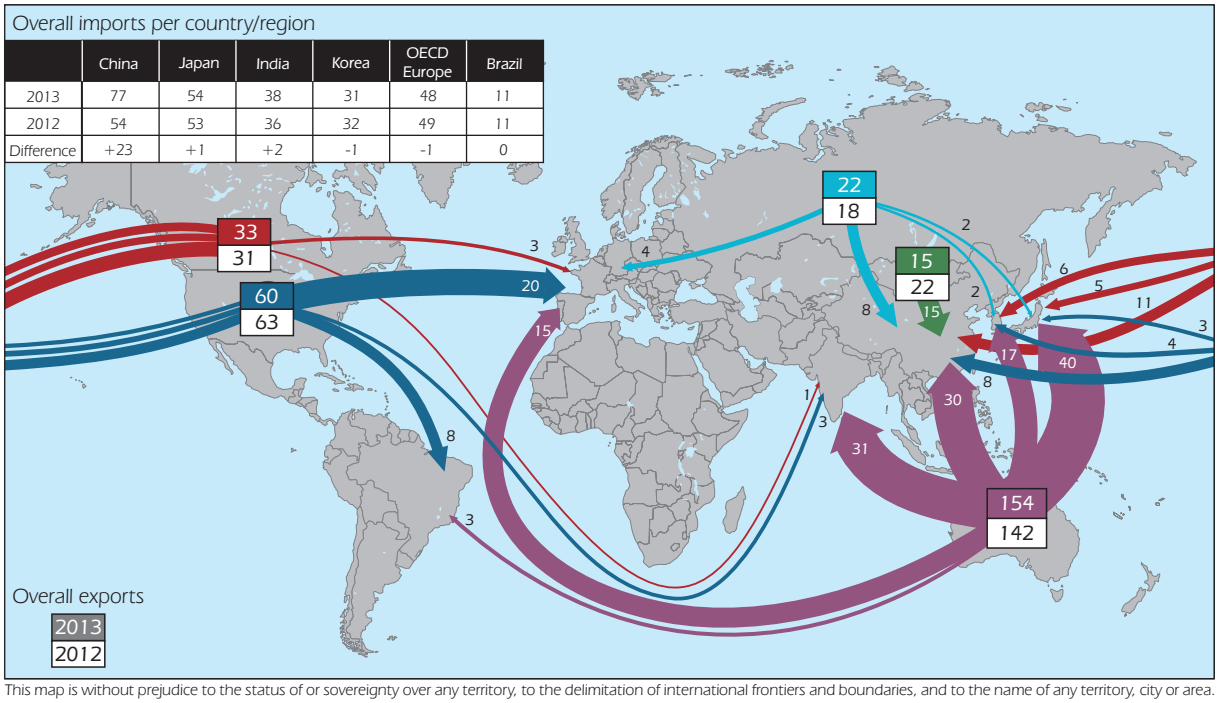
the Pacific Basin,[3] where the world's largest exporters and importers are located. Exports from Indonesia, the largest coal exporter in the world, increased by 9.6% in 2013 to 423 Mt. Exports from Australia saw the strongest relative increases (+14.4%) to 182 Mt. Chinese imports grew by 6.6% to 264 Mt, maintaining China's position as the largest coal importer, followed by Japan and India.

International met coal trade

Approximately 31% of met coal demand is traded internationally, with 88% of that trade seaborne. In relative terms, therefore, met coal is a more internationally traded product than thermal coal.

Australia is the primary met coal exporter, accounting for greater than 50% of the total met coal trade in 2013 (see Map 2.2). Along with the next three largest exporters, the United States, Canada and Russia, they account for approximately 90% of all internationally traded met coal. In addition, Mongolia provides significant volumes of met coal to China overland annually. The main demand centres for met coal are in the Pacific Basin, where China, Japan, Korea and India are the four largest importers. These four countries accounted for approximately two-thirds of all 2013 met coal imports, and further significant volumes are exported to OECD Europe and Brazil.

Map 2.2 Major trade flows in the met coal market, 2013



This map is without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries, and to the name of any territory, city or area.

Note: Given that minor flows have not been represented in the map, some statistical differences and roundings, imports and exports flows do not match exactly. This figure must therefore be regarded as indicative.

Regional analysis

The following section provides an overview of recent trends in international coal trade for the main exporting and importing countries.

[3] The seaborne coal market can generally be divided into two geographical regions, the Atlantic and the Pacific Basin. The Pacific Basin comprises the west coast of North and South America, all Asian countries and Australia. The Atlantic Basin comprises the remaining countries.

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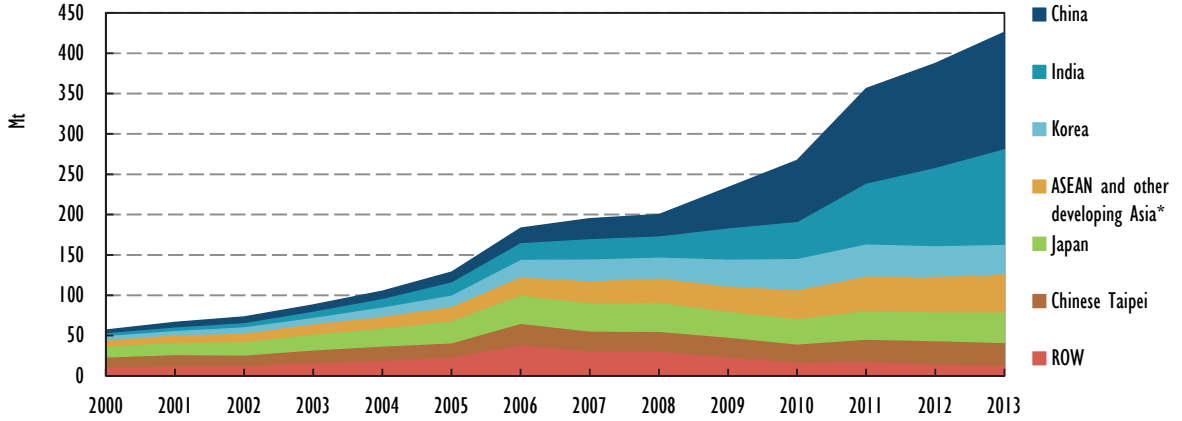
Exporters

Indonesia

Indonesia was again the largest coal exporter in 2013, both on the basis of tonnage and energy content. While it is only the fourth-largest thermal coal producer, with 8.1% of global production, Indonesia accounted for more than 40% of the global thermal coal trade in 2013. 2013 Indonesian coal exports grew by 10.0% to 426 Mt, or approximately 87% of Indonesian production. As shown in Figure 2.2, Indonesian exports have shown large-scale growth since 2000 (+16.8% per year), and contribute to approximately 60% of the incremental thermal coal trade during that period.

China and India remain the primary export destinations in Asia, as low-quality coal exports to these two countries grew in 2013. China accounted for 33% of Indonesian coal exports; India for 28%. Further export destinations are Japan and Korea, accounting for approximately 8% each of Indonesian exports.

Figure 2.2 Development of Indonesian export destinations, 2000-13



* Excludes Chinese Taipei. ASEAN = Association of Southeast Asian Nations.

Source: McCloskey (2014), *McCloskey Coal Reports 2000-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Indonesian coal is typically of low calorific value and high moisture content. Different coal qualities and prices leave opportunities for players in the market to look for quality arbitrage (see the discussion in the section entitled "Prices" in this chapter). Indonesian producers have increased output in order to benefit from economies of scale given persistently low market prices. However, low prices for coal have rendered the operations of several small mining companies unprofitable, and slowing demand growth in China impacts Indonesian export growth.

When observing production and export statistics for Indonesia, it is important to remember that it includes illegal mining, amounting to an estimated 74 Mt in 2013. In early 2014, Indonesia enforced a 2011 regulation concerning enhanced cargo documentation, which hampered illegal mining and led to delays in exports from South Kalimantan. Indonesian authorities are currently discussing further measures to curb illegal mining such as the construction of as many as 14 state-owned coal terminals, which will facilitate tracking coal exports and production.

Australia

2013 Australian coal exports increased by 11.5% (+35 Mt) over 2012, to their highest level of 336 Mt. Approximately 73.2% of Australia's 2013 production was exported, making it the second-largest thermal

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coal and the largest met coal exporter in the world. Incremental export volumes were significant for both thermal (+23 Mt) and met coal (+12 Mt). 2013 met coal exports totalled 154 Mt, almost matching Australia's 2010 record high (157 Mt).

In 2013, Japan and China remained the primary export destinations for Australian coal. Most incremental coal export volumes were directed to China, which increased its imports of low quality and high ash coal from Australia. Thermal coal exports to Korea also increased year-over-year. Despite increasing export volumes and an easing Australian dollar, export revenues from coal decreased in the fiscal year 2012 to 2013 (July to June). Overall Australian coal exports generated revenues of USD 38 billion, approximately 60% of which came from met coal.

Russia

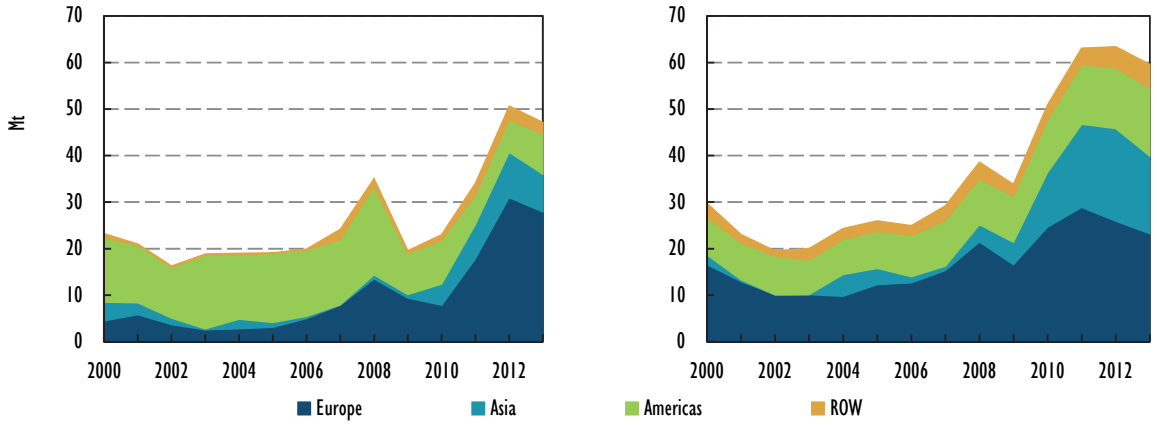
Russia remained the world's third-largest overall coal exporter in 2013. While 2013 Russian coal production decreased by 2.4% as domestic coal consumption fell, exports increased by 6.9% (+9.1 Mt) to 141 Mt. Approximately 118 Mt of the country's exports came from thermal coal, making Russia the world's third-largest thermal coal exporter. 2013 met coal exports also increased by 4 Mt (+21.4%), to 22 Mt, causing Russia to surpass Mongolia as the world's fourth-largest met coal exporter.

Russian coal is primarily exported to OECD Europe. Exports increased to 70 Mt, up from 64 Mt in 2012. Russia's seaborne exports to the Atlantic Basin are shipped through ports in the Baltic Sea (such as Ventpils/Latvia or Ust-Luga/Russia), in the Black Sea (such as Tuapse/Russia or Mariupol/Ukraine) or in the Barents Sea (Murmansk/Russia). Attracted by higher Asian prices, Russian exports to Asian markets are increasing. A new export infrastructure in Russia's Far East has helped spur exports to the Pacific Basin, and a further portion of Russian exports reach non-OECD Europe/Eurasia overland.

United States

Exports from the United States decreased in 2013 by 6.4% (-7 Mt), to 107 Mt. While thermal coal exports remained relatively strong at 47 Mt, this was a decrease from 51 Mt in 2012 (see Table 1.5). Revenues from thermal coal exports decreased by 15% to USD 3.4 billion in 2013 from USD 4.1 billion in 2012. Met coal exports from the United States, the second-largest met coal exporter in the world, decreased by 6.0% (-4 Mt) to 60 Mt following decreasing domestic production. Revenues from met coal exports decreased by 29% to USD 7.6 billion in 2013 from USD 10.6 billion in 2012.

Figure 2.3 Development of thermal (left) and met coal (right) exports from the United States, 2000-13



Source: McCloskey (2014), *McCloskey Coal Reports 2000-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

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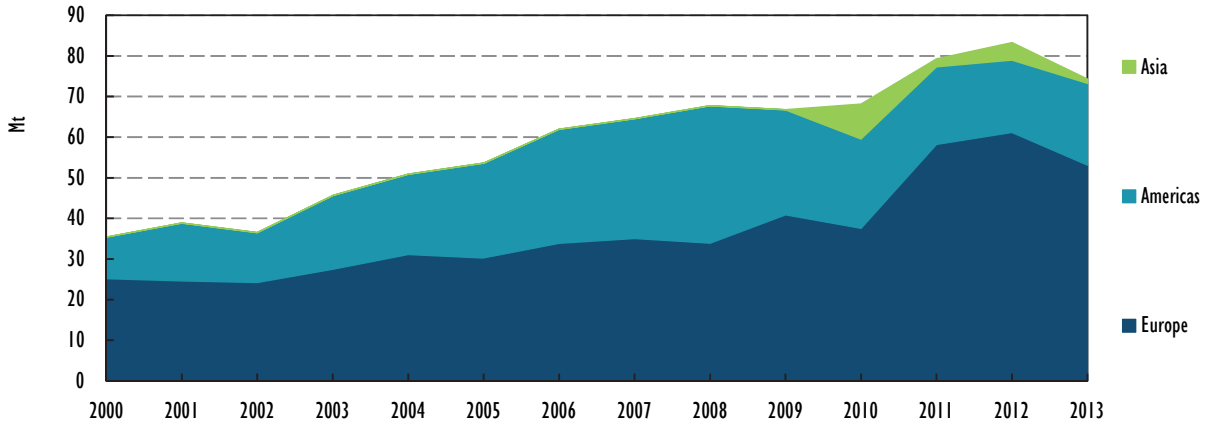
United States' thermal coal exports to Europe have been rising since 2010, which has since been their primary thermal coal export destination. Their 2013 exports to Europe declined slightly, while exports to Asia and other Americas remained stable. Similarly, United States' met coal exports to Europe declined again in 2013, while exports to Asia have increased in significance since 2009 (see Figure 2.3).

Colombia

2013 Columbian coal exports decreased by 9 Mt (-10.8% year-over-year) to 74 Mt. Nearly all Colombian coal exports are thermal, making it the world's fourth-largest thermal coal exporter. Columbia saw a significant drop in 2013 exports due to a 52-day strike between July and September (affecting United States-based mining company, Drummond), a month long strike in February at the Cerrejon mine (owned jointly by BHP Billiton, Anglo American and Glencore) and a suspension of coal loadings by Drummond in February. Rebel attacks on the railway infrastructure serving the Cerrejon mine also led to disruptions in 2013 coal deliveries. Additionally, Colombian Natural Resources' (CNR) La Francia mine halted operations for almost all of 2013 following allegations from former contractor Consorcio Minero del Cesar concerning back payments. Operations at Puerto Drummond were halted in the first quarter of 2014 due to a delay in the installation of a compulsory direct loading system. Despite this initial setback, 2014 exports are expected to increase significantly compared to 2013.

Colombia traditionally exports coal to Europe and the Americas. In 2013, more than 70% of Colombian exports were to Europe and 27% to the Americas. While 2013 exports to Europe decreased, exports to the Americas increased year-on-year; exports to Asian markets remained low.

Figure 2.4 Development of Colombian export destinations, 2000-13



Source: McCloskey (2014), *McCloskey Coal Reports 2000-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

South Africa

South Africa, the world's fifth-largest thermal coal exporter, exported approximately 72 Mt (-3 Mt compared to 2012) in 2013, nearly all of which is thermal coal. Once primarily an exporter only to the European market, South Africa now supplies both the Atlantic and Pacific markets due to its geographic location. The percentage of South Africa's total coal exports sent to the Pacific has grown from less than 10% in 2003 to approximately 50% in 2009 and over 75% in 2013. Larger demand in China and India, and competitive suppliers to Europe from Colombia and the United States, made it more profitable for South Africa to focus their coal exports on Asia, where prices are higher. Additionally, the Asian marketplace (particularly India and China) is generally more tolerant of

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5 500 kcal/kg grades or less. Although South Africa previously exported only 6 000 kcal/kg, the lower-grade coal market is increasingly better-suited to South Africa's remaining lower-grade reserves and resources. Currently, a significant portion of South Africa's lower-grade coal goes to the Indian market.

Canada

Canadian 2013 coal exports grew by 5.1%, from 35 Mt in 2012 to 37 Mt. The majority of Canadian exports come from met coal (+7.7% to 33 Mt), making Canada the world's third-largest met coal exporter. Canadian coal exports are mainly destined for Asian markets, with the majority of 2013 exports shipped through major ports such as the Westshore Terminals or the Neptune Bulk Terminals.

Other countries

Exports from **Poland**, OECD Europe's largest coal exporter, increased by 53% year-on-year, to 11 Mt in 2013, 9 Mt of which is mostly thermal coal destined largely for the European market. Despite an uncompetitive Polish mining sector, and large stockpiles during the past year, a few mines, such as Bogdanka in Lublin Basin, have been able to export in a competitive way. As of mid-2014, several mines were temporarily idled in order to reduce production and costs.

Exports from the **Czech Republic**, the second-largest coal exporter in OECD Europe behind Poland, decreased slightly to 6 Mt in 2013.

Coal exports from **Mongolia**, primarily destined for China, dropped nearly -30% from 2012 to 18 Mt. Met coal exports, which comprise the bulk of Mongolian coal exports, fell to 15 Mt. With no railway infrastructure, and production regions near the Chinese border, all Mongolian coal exports are transported by truck to China.

In **Viet Nam**, the state-owned coal producer Vinacomin exported almost 20% less coal in 2013 than in 2012. The company is under pressure from the Vietnamese government to curtail coal exports, as a way to preserve domestic resources to meet internal demand. Overall 2013 exports, which are typically anthracite rank, dropped by 21.1% to 12 Mt. These exports primarily went to China, and to a lesser extent, to Japan and Korea.

Mozambique, once identified as the world's next major coal exporter, exported 4 Mt in 2013, up 1 Mt from 2012, their first year of notable exporting. Mozambican exports face important challenges, as coal deposits are far from the ports, rail is not properly developed and the Mozambican government has prohibited barging coal on the Zambezi River due to environmental concerns. Moreover, Rio Tinto has sold its Mozambican assets.

Importers

China

Chinese 2013 coal imports grew by 13.2% to 341 Mt, making China again the world's largest coal importer. Incremental import volumes to China were 40 Mt, more than 55% of total 2013 global incremental imports. Chinese met coal imports grew by a notable 43.7% to 77 Mt; thermal coal imports grew by 6.6% to 264 Mt, which is approximately 77% of total Chinese coal imports.

Since 2011, Indonesia has been the primary supplier of Chinese coal (see Figure 2.5). However, China has recently favoured importing higher-quality coal, benefitting Australian suppliers. Australia, the

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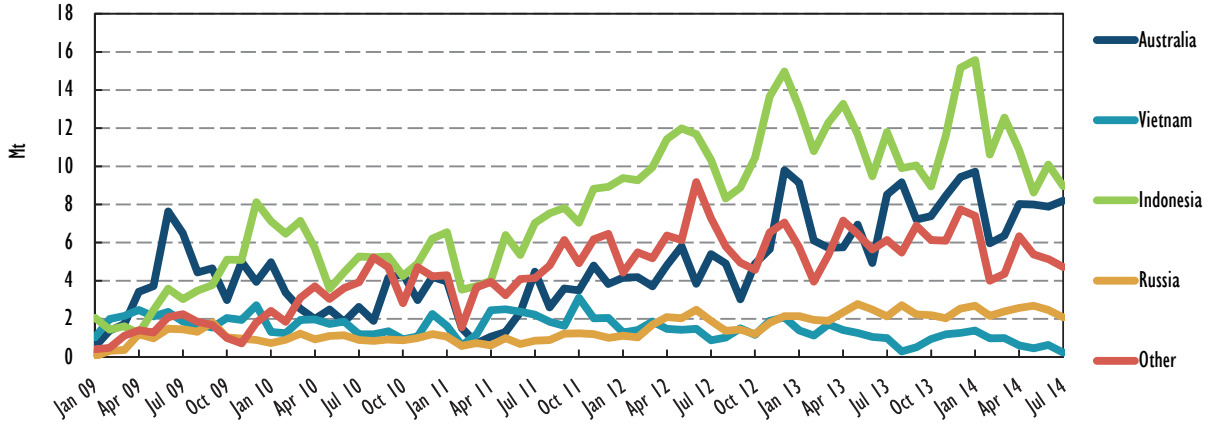
primary supplier (40%) of China's met coal imports, had a significant 7 Mt increase (to 30 Mt) of 2013 met coal exports to China. Mongolia's overland met coal exports to China have decreased year-on-year to 15 Mt, although Mongolia remains China's second-largest met coal supplier.

Figure 2.5 Evolution of monthly Chinese coal imports, 2009-14



Source: McCloskey (2014), *McCloskey Coal Reports 2000-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Japan

Without significant domestic coal resources, Japan is dependent upon imports to meet its coal demand. Japan is the second-largest coal importer in the world behind China, and was, until it was surpassed by China in 2013, the world's largest seaborne met coal importer. Overall Japanese imports totalled 196 Mt, up 12 Mt from 2012, divided between thermal coal (142 Mt) and met coal (54 Mt). 2013 Japanese thermal coal imports increased by 7.7% due to higher coal-fired power generation, and met coal imports increased by 3.1%, returning to 2011 levels.

Australia is Japan's biggest supplier for met and thermal coal, accounting for over 65% of Japan's total coal imports. Australian exporters have an advantage over Indonesian suppliers (the second-largest exporter to Japan), as Japanese power plants typically prefer coal with high calorific value.

India

Indian coal imports increased strongly in 2013, up by 10.1% to 180 Mt, and divided between thermal (80%) and met coal (20%). In relative terms, import growth has been almost equally strong for both coal types. Indonesia remains the primary supplier for Indian thermal coal imports; Australia is the primary supplier (82%) for Indian met coal imports.

Indian import increases are based upon a higher domestic demand than domestic production can match. Their import growth slowed, however, in the second half of 2013 as the Indian rupee depreciated against the US dollar, increasing the cost of coal imports, while power plants continued to reduce their stockpiles. Strong hydropower generation further reduced the Indian power sector's demand for coal.

Korea

Korea's 2013 coal imports increased by 2 Mt over 2012 to 127 Mt, divided between thermal coal (95 Mt) and met coal (31 Mt). Similar to Japan, Korea is mostly dependent upon imports to meet its

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coal demand. Korea's 2013 met coal imports were slightly lower than in 2012. Australia supplies the largest amount of Korea's coal imports, followed by Indonesia and Russia.

In 2014, a new Korean coal tax will probably shift coal importers towards higher calorific value coal. Korean utilities are typically designed for 5700 kcal/kg coal, which favours Australian coal. However, Korea has begun blending Australian and Indonesian coal (see the section entitled "Prices" in this chapter for a discussion on quality arbitrage).

Europe

Overall coal imports by OECD Europe slightly decreased (-1.9%) in 2013 to 253 Mt. Comparing import data country-by-country, however, shows rather diverse statistics. Low carbon emission prices benefit German and United Kingdom coal imports, while strong hydropower generation has reduced Spain and Italy's coal-fired power generation and import needs. Coal imports to the **Netherlands** and **France** increased in 2013.

Germany is the largest coal importer in OECD Europe, with 2013 import increases of 2.9% to 51 Mt, driven by thermal coal (+3 Mt to 43 Mt) while met coal imports decreased (-2 Mt to 8 Mt). Russia, Colombia and the United States are the primary suppliers of German overall coal imports; Poland provides Germany with significant thermal coal supplies; and in 2013, Australia became Germany's primary met coal supplier, surpassing the United States.

The **United Kingdom** is the second-largest coal importer in OECD Europe, with 2013 imports growth of 10.2% to 49 Mt. The UK showed a 2013 increase in both thermal and met coal imports, as domestic production decreased due to mine closures and unfavourable mining conditions at the remaining mines.

Coal imports to **Spain** and **Italy** decreased strongly in 2013. Imports to Spain were down by nearly 40% (-9 Mt), and imports to Italy decreased by almost 18% (-4 Mt). While decreases in Spanish thermal coal imports accounted for their entire decline, in Italy both thermal and met coal imports declined strongly.

Turkey's 2013 coal imports decreased by 4.8% (-1 Mt) to 28 Mt, caused by decreased thermal coal imports while met coal imports increased by 1 Mt to 6 Mt.

Other countries

Imports by **Chinese Taipei** grew by 5.3% (+3 Mt) to 68 Mt in 2013, making it the fifth-largest coal importer in the world. The bulk of its imports come from thermal coal (+2 Mt to 61 Mt). Indonesia and Australia are the primary suppliers of Chinese Taipei's thermal coal, while their met coal supplies (+1 Mt to 7 Mt) are entirely provided by Australia.

Russian coal imports decreased by 4 Mt to 26 Mt in 2013. These are thermal coal imports from Kazakhstan, a legacy from the Soviet times.

Malaysia imported 23 Mt of thermal coal in 2013, up 1 Mt from 2012. All Malaysian imports come from thermal coal (for more recent trends and an outlook on Malaysia see Box 3.4).

Brazil's overall coal imports increased by 2 Mt to 18 Mt in 2013. Their met coal imports, supplied primarily by the United States, remained at 11 Mt, while their thermal coal imports, supplied by Colombia, Russia and Canada, increased to 7 Mt.

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Coal trading

Coal markets are very dynamic with changing trends in terms of 1) the quality of seaborne traded coal, 2) the traded flows, and 3) how coal is traded and priced. The *Medium-Term Coal Market Report 2011* mentioned a new trend of significant international trading in low calorific coal. Now that this trend has consolidated, there are new price indices such as API3 (FOB price for exports from South Africa), API5 (FOB price for exports from Australia) and API8 (CFR price for imports to China) for 5 500 kcal/kg coal, compared with the traditional API2 (cost insurance freight [CIF] price for imports to Europe), API4 (FOB price for exports from South Africa) and API6 (FOB price for exports from Australia) price indices for 6 000 kcal/kg coal. Indonesian exports are mostly low calorific coal. Argus assessments for Indonesian coal are ICI1 (6 200 kcal/kg), ICI2 (5 500 kcal/kg), ICI3 (4 600 kcal/kg), ICI4 (3 800 kcal/kg) and ICI5 (3 000 kcal/kg).

China is a primary destination for low calorific coal, but other countries, such as India and Korea, also consume it. For a number of years there has been talk of potential bans upon both the export of low calorific Indonesian coal and upon the import of low quality (including low calorific, high ash and high sulphur) coal to China. After so many rumours, the Chinese government has decided to address this issue (see the section on China in Chapter 4).

Another proof of coal market dynamism is found in Poland, where the Industrial Development Agency and the Polish Power Exchange started publishing domestic steam coal price indices in October 2014. Poland, a large producer and consumer of coal, has a substantial domestic market in which prices are linked to international indices. However, the link is weak due to the differences in quality when comparing variations in Polish hard coal, including very high calorific value (destined for export), high calorific value (imported hard coal and domestic coal for the industrial and residential sectors), and lower calorific value (domestic coal for power generation). And of course, all prices are influenced by the coal's sulphur content. Therefore, improved transparency in price formation is needed in the domestic sector. This is why Poland launched two indices, one for steam coal for power plants and the second for steam coal for industrial consumers, including specifications for quality and delivery terms.

Changes to how coal is contracted are occurring most notably in China, but it is important to take a look at other, primary regions since *MTCMR 2013* did not address this topic. In the Pacific market, Japan, and to a lesser extent, Korea and Chinese Taipei rely on term-based contracts, typically yearly, for most steam coal procurement with the balance purchased on a spot basis.

In Europe, where the 1996 liberalisation of electricity prohibited the passing of costs through to consumers, spot deals are in the majority, with wide use of derivatives and hedging options. Poland, where domestic supply is still dominant, is an exception, with long-term contracts still playing an important role. Of course, lignite follows a different pattern, as most of it is both mined and consumed by integrated companies, generally utilities such as RWE, Vattenfall or E.On in Germany or PGE in Poland.

In the United States, domestic coal sales in a market of over 800 Mt have historically been settled on longer-term agreements. Recently there has been a trend towards shorter-term sales, particularly steam coal. This shift, as noted in last year's report, could be attributed to multiple factors, but low natural gas prices and lower or uncertain demand for coal is likely a contributing factor. Notably, during some periods of 2013 more than 12% of procurements were on a spot basis, more than double the levels from 2011. This is seen most in the Central Appalachian region. In the Powder River Basin and North Appalachian regions, where coal is competitive even with low natural gas prices,

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contracts are still in excess of one year. Met coal tends to be sold to US steelmakers under contracts with a one-year term, while export deals tend to be either on spot, monthly or quarterly. Despite this shift, over 80 % of coal used in US power generation is purchased under multiyear contracts.

30% of South African exports are on long-term contracts, although this percentage has been declining for a number of years. Short-term contracts and spot sales make up the balance in equal proportions. The domestic South African market is quite different, as Eskom is seeking to secure its supply and avoid short-term and spot market deals. Occasionally, however, they can procure coal destined for export, at which time Eskom consumes raw coal rather than washed and pays an export parity price, adjusted for yields, for processing and transport costs. On average, South African domestic coal is approximately 4 600 kcal/kg, much lower than that of 6 000 kcal/kg exported coal, thus limiting price linkage.

In Russia, pricing in the domestic market for steam coal varies for lignite, hard steam coal and high-grade coal. Prices for lignite are based upon the level of competition between providers in selected markets rather than the export prices. The prices for hard coal are similar to the level of export netback with recalculation of calorific value. All contracts involving more than 1 million tonnes must be reported to one of the commodity exchanges.

In India most coal is supplied by public companies, primarily Coal India Limited, through Fuel Supply Agreements (FSA), a type of long-term contract with prices decided by the government based upon coal quality. However, other options include non-FSA for small quantities; captive blocks, in which private and public coal-consuming companies such as power, iron and steel, and cement producers, as well as more recently, coal gasification projects, can produce coal for their own consumption; e-auctions, that improve transparency and price discovery, and help create a market; and imported coal that comes through contract and spot purchases.

In China, after the full liberalisation of the coal sector in January 2013, coal trade has changed radically. In order to promote competition and improve market working, the government settled 31 coal trading hubs, most with the support of regional authorities. There are, however, a number of difficulties facing those centres: many cannot offer essential services such as rail; Shenhua set up its own trading platform, which sold more than 90 Mt from June to December 2013, thus lowering volumes traded in the coal hub in Ordos, Inner Mongolia, where Shenhua is its largest producer; in Shanxi, regional authorities have requested coal companies to join the China Taiyuan Coal Transactions Centre and use that platform for their trades. Despite full liberalisation, state- and province-owned companies are dominant, maintaining the government involvement in the sector. Recently, rumours of a new policy to cut domestic coal production and orders to state-owned producers to do so demonstrate the continued involvement of the Chinese government.

Coal derivatives

After the big drop in 2011 followed by modest increases in 2012, the volume of coal derivatives is estimated to have surpassed the 3 billion tonnes level for the first time in 2013. Futures make up the majority, although options are increasing their share, from almost nothing a couple of years ago to more than 10% in 2013. API2 contracts, which were more than 2 billion tonnes, again accounted for the bulk of contracts. API4 continues to be the second-largest used index, with contracts close to 0.5 billion tonnes. In the United States, coal derivatives trade increased, probably linked to increasing spot deals and exports to Europe, where API2 liquidity creates a favourable trade environment.

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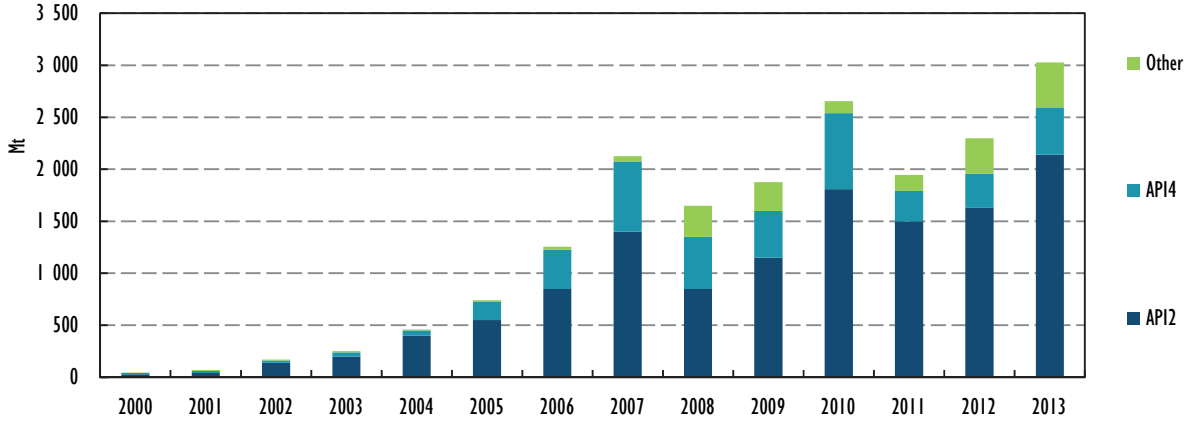
Despite the current small size of the coal derivatives market in Asia, there is tremendous potential. This is based firstly upon the size of Asian markets as compared to Europe, and beyond that upon the opening of the China market, encouraging many Chinese participants to use financial instruments for risk management and hedging. As the churn ratio (derivatives trade volume divided by physical trade volume) in the European market is over 10, if one applies that ratio to the imports to China and India the result is near 5 billion tonnes. Moreover, the size of domestic markets in China and India is 5 billion tonnes of physical trade, and this shows a great potential in these countries. However, derivatives are unlikely to be used at large scale in the near term. Nevertheless, there are some indications about future interest in these markets. On 4 August, yuan-denominated coal swaps linked to the government-run Bohai Rim index debuted in the Shangai Exchange market. Some of the largest state-owned companies, such as Shenhua, Yanzhou or China Coal, which had not participated in derivative trading in China previously, began to do so this year.

The recent increase in coal derivatives in Asia is largely based upon API8 linked swaps, hence referred to coal of 5 500 kcal/kg. This calorific value is more adequate to hedge coal traded in Asia than assessments made based upon 6 000 kcal/kg indices, such as API2 or API4. Derivatives based upon API3 and API5, other 5 500 kcal/kg indices, can be also traded in different markets.

While new, available indices are increasing, it is unclear whether most of them can support derivatives development, as these require transparent markets and liquidity, or, conversely, the bulk of derivatives might be linked to very few indices because there is not enough volume to keep liquidity in so many indices.

Coking coal derivatives are still very new and they need time to mature. For example, the Chicago Mercantile Exchange announced that the volume of coking coal swaps it cleared in January 2014 was larger than those it cleared in all of 2013. With more deals made on spot basis and increasing volatility, producers might try to hedge their production. Moreover, the need to hedge the entire chain of steel production, including iron ore, coking coal and freights, will develop coking coal derivatives. In fact, traded volumes are increasing and some other exchange houses have announced plans to launch coking coal futures. Developments on iron ore swaps are also important in furthering the development of the coking coal derivatives trade.

Figure 2.6 Development of trade volumes for coal derivatives, 2000-13



Note: API = Argus McCloskey's Coal Price Index.

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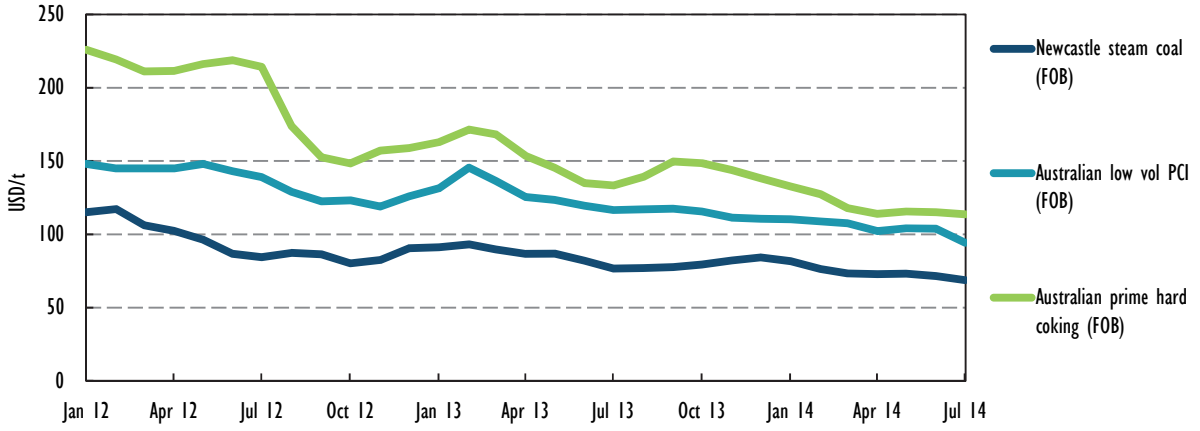
Prices

As explained in past issues of the *Medium-Term Coal Market Report*, coal is a heterogeneous product with a wide variety of coal types and classifications. There are a number of coal markets and coal prices. Figure 2.7 illustrates the development of three Australian coal export price markers between 2012 and 2014. Each price marker represents a different coal product, such as steam coal, low volatile PCI coal and prime hard coking coal. Since each product is different, different market dynamics drive their prices. What all price curves have in common, however, is that their downward trend has remained steady since 2011, irrespective of coal type, as the market for coal has generally remained oversupplied.

Figure 2.7 Development of coal marker prices for different types of coal, 2012-14



Source: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Australian prime hard coking coal price, for example, at USD 114/t as of July 2014, is only one-third its price from March 2011, and only half the price from January 2012. The price decrease for Australian low volatile PCI from USD 148/t to USD 94/t is not as dramatic as for prime hard coking coal, but nonetheless significant. The Newcastle steam coal free-on-board (FOB) price has decreased additionally, from USD 93/t in February 2013 to USD 69/t in July 2014, a five-year low.

Seaborne thermal coal prices, regional and quality arbitrage

International prices for seaborne traded thermal coal have remained weak through July 2014 (see Figure 2.8). The Cost Freight (CFR) price marker for South China had been declining in 2013, from USD 97/t in January to USD 84/t in August as Chinese producers cut coal prices to protect their market share, thus influencing international coal prices. Following a temporary upswing in winter 2013/14 to USD 94/t, led by leading Chinese coal producers who increased their coal prices ahead of annual contract negotiations between major coal consumers and suppliers, prices dropped below USD 75/t in July 2014. European coal prices moved similarly but at a generally lower level. The Amsterdam Rotterdam Antwerp (ARA) cost, insurance and freight (CIF) price, which had already declined by USD 52/t to USD 73/t between September 2011 and July 2013, dropped to USD 71/t in July 2014. Coal in Europe has not been this inexpensive since the economic crisis in autumn of 2009.

As of August 2014, the ARA CIF price began to increase following a trend shift in European coal buyer's behaviour away from Russian coal and towards other import sources, and as South African coal increasingly reached Europe. Spreads between the ARA CIF and South African coal prices increased,

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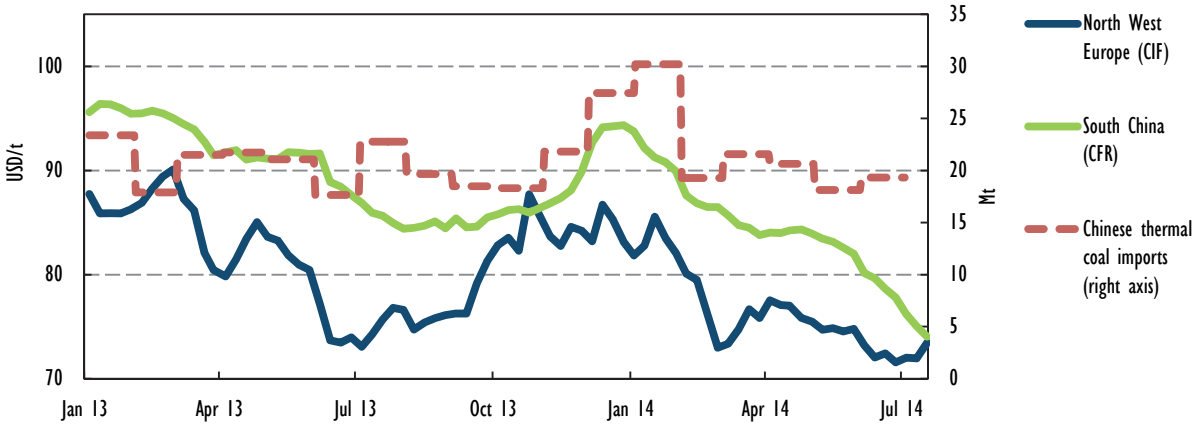
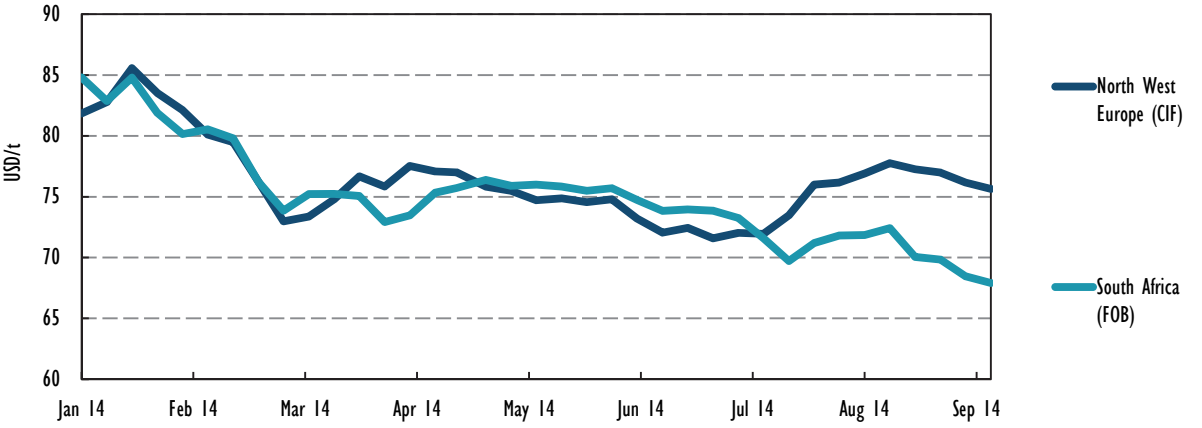
nearing the freight cost level for coal from South Africa, which is similar to the time when South African coal set European coal prices, which were prices at South African FOB price plus freight cost from Richards Bay/South Africa to Europe.

Figure 2.8 Thermal coal price markers in Europe and Asia, 2013-14, and monthly Chinese imports



Source: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Figure 2.9 Thermal coal price markers in Europe and South Africa, 2014



Source: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

The fundamentals of demand and supply have not changed qualitatively within the past three years. Although demand for seaborne thermal coal imports continues to grow, there is no upward trend in price. This indicates market oversupply. Comparing thermal coal exports between 2011 and 2013, Australia has increased exports by 38 Mt, Indonesia by 70 Mt, the United States by 13 Mt, Russia by 8 Mt and South Africa by 5 Mt. Even lower than expected Colombian exports in 2013 due to strikes, transport disruptions and terrorist attacks did not alter the picture substantially.

It seems clear that international seaborne thermal coal trade is currently characterized by oversupply. However, short-term and region-specific events can cause upward and downward price reactions. One example from Europe: in winter 2013/14 ARA CIF coal prices started to increase, reaching levels above USD 85/t. At this time, the market reflected concerns regarding Colombian supply disruptions expected for Q1 2014. And in fact, the Colombian government halted coal exports by Drummond at

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the beginning of 2014 after the company had failed to complete building a direct ship loading facility in order to reduce coal dust emissions. Consequently, the market had to attract, on short term, 6.5 Mt of missing supplies with higher prices. When opening of Drummond's new port in April 2014 approached, market prices began to soften.

Another example from China: Chinese utilities act as arbitrageurs. Depending upon price levels, either domestic or international coal is demanded more. Given its size (approximately 1 billion tonnes of domestic and foreign coal are shipped to the east coast of China), both domestic and international prices are sensitive to this arbitrage. The red dashed line in Figure 2.8 shows China's monthly thermal coal imports. Import demand had been extraordinarily strong in December 2013 and January 2014, with total monthly imports of 28 and 30 Mt respectively. Figure 2.8 suggests that this increased import demand pushed prices up and broke the downward price trend temporarily. When imports fell back to previous levels, prices started to decrease.

Except for certain specific demand or supply events, Figure 2.8 confirms that Chinese and European prices exhibit a long-term relationship. Both markets are connected via coal exporters, foremost South Africa and Russia, but also Colombia, whose geographical location and rather low FOB costs enable arbitraging between Asia and Europe.

Arbitrage opportunities are illustrated in Figures 2.10 and 2.11.[4] Figure 2.10 shows North West European (ARA) CIF prices as well as the costs of Colombian, South African and Russian coal supplied to Europe, assessed as their respective FOB prices plus sea freight costs. Figure 2.11 depicts the Qinhuangdao FOB price plus sea freight along the Chinese coast and Value Added Tax (VAT), serving as a price indicator for South China. Additionally, Figure 2.11 shows costs for Colombian, South African and Australian coal supplied to South China, assessed as their respective FOB prices plus freight costs plus import tax.

Figure 2.10 shows how the cost of Colombian and Russian coal in Europe is similar, and close to ARA CIF price. As Colombian coal is more competitive than Russian in Europe, the latter is the marginal supplier to Europe and sets prices, irrespective of Colombia's importance for European prices as the largest supplier to Europe. As suggested by Figure 2.11 regarding the period surrounding July 2013, Colombia sometimes also trades competitively in the South Chinese market, leading to an upward trend in European prices and a downward trend in Chinese prices. The main players and price drivers in the South Chinese market are South Africa and Australia along with domestic Chinese producers. Being able to deliver coal competitively to Europe and sometimes also to South China, Colombia provides a further connection between the Asian and European coal market, aside from the connection provided by South Africa and Russia, swing suppliers to both markets due to their geographical position.

In Figure 2.11, the costs of Colombian coal in South China (and therefore indirectly the Colombian FOB price) seems to adapt to whichever coal has the higher costs in South China. This movement was particularly apparent in both the first half of 2013, when Colombian coal seemed to follow Australian coal, and the first half of 2014, when Colombian coal seemed to follow South African coal. One explanation for this finding could be that Colombian coal exporters are able to obtain prices in Europe slightly higher than the market price in China. Thus, when Chinese coal prices decrease, Colombian FOB prices (and thus the cost of Colombian coal in Europe) follow that descent. In other words, Colombian

[4] Not all arbitrage opportunities shown materialize in physical trade flows as the figures abstract from contractual obligations and quality restrictions in the markets.

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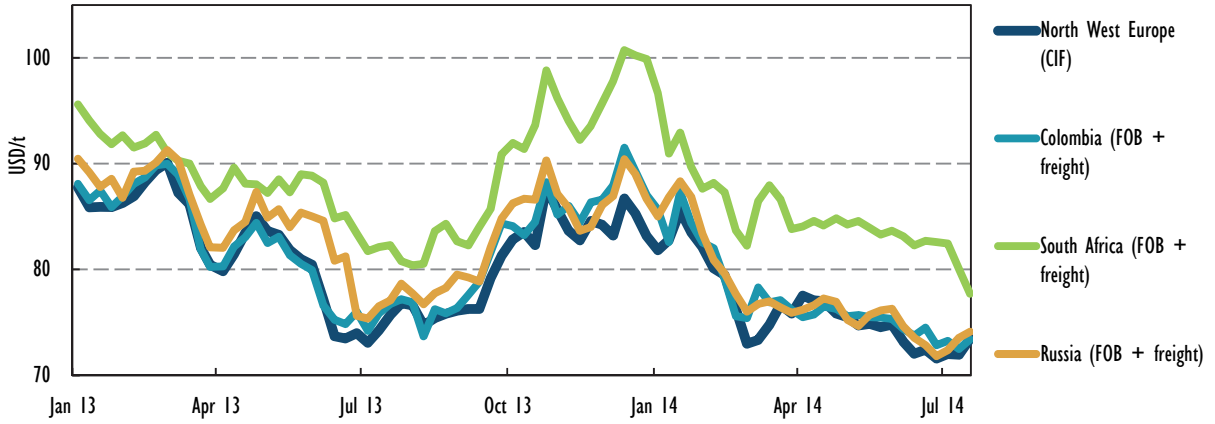
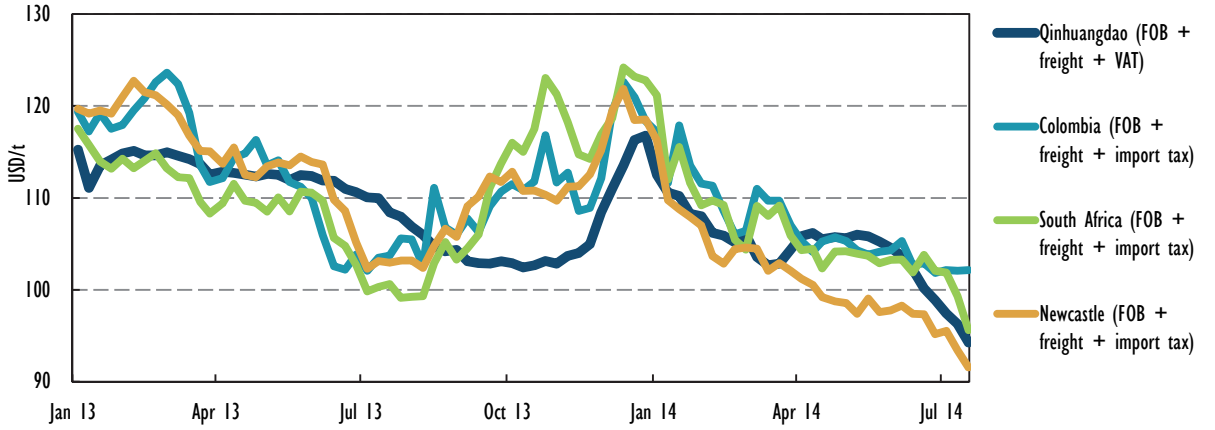
exporters include the opportunity costs of delivering coal to China into their prices – so that the Colombian arbitrage opportunity to China connects the Asian and the European coal market (see Box 2.1).

Figure 2.10 European coal prices, 2013-14



Source: McCloskey (2014), McCloskey Coal Reports 2010-2014, McCloskey's, London, http://cr.mccloskeycoal.com.

Figure 2.11 South China price markers (FOB plus freight plus taxes), 2013-14



Source: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

South Africa is the primary connection between the Asian and the European coal markets. Figure 2.11 shows that the cost of South African coal in South China (and therefore the South African FOB price) is driven by competition between Australian and Chinese coal. Since coal prices in Asia are higher than in Europe, and freight costs from South Africa to Europe and Asia are similar, the cost of South African coal in Europe is higher than the European price. Figure 2.10 illustrates that since 2013, the difference between the two was between USD 7/t and USD 10/t. Despite that difference, South African coal prices influence European prices. In March 2013, for example, the cost of South African coal in Europe was similar to that of Russian and Colombian coal. Subsequently, the European price and the costs of Russian and Colombian coal in Europe declined. Similar situations could be observed in May 2013 and February 2014. These examples and the similar movement of South African coal and the ARA CIF price illustrate the regional arbitrage potential of South African producers.

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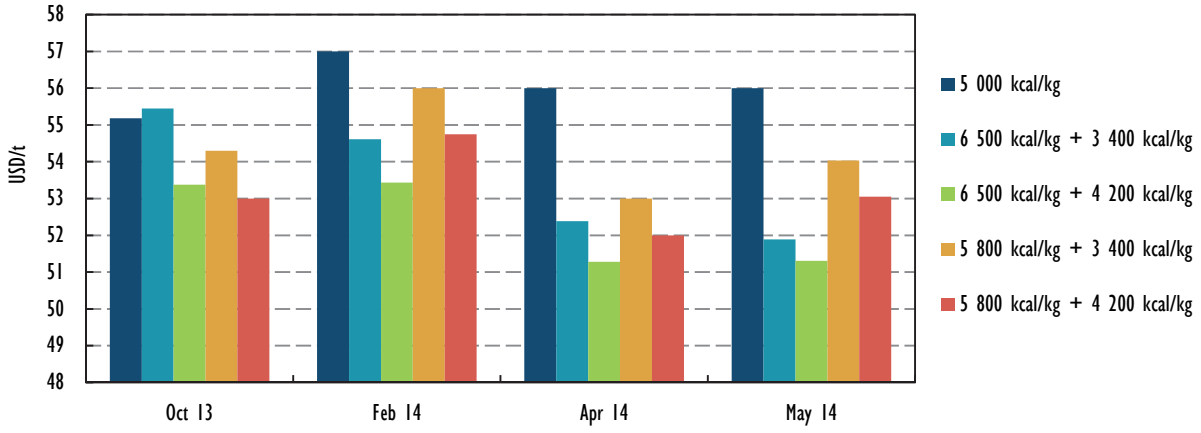
Although the cost of South African coal in Europe is well above European prices, South Africa exports significant coal volumes to Europe. In 2013, South Africa exported more than an average 1.5 Mt per month to Europe. Coal market players occasionally see trading opportunities for South African coal in Europe, for example in the case of supply shortages such as the aforementioned case of Colombian coal exporter Drummond. Other explanations might be: contracted coal with negotiated prices, coal that has been purchased through forward trading or issues concerning coal quality.

Apart from regional arbitrage, there is also arbitrage between coal qualities; however, this is not well-developed, partially due to difficulties in blending. Figure 2.12 illustrates the arbitrage opportunity from blending coal of different calorific values in Indonesia: the price for a tonne of coal, which has a calorific value of 5 000 kcal/kg, serves as a reference. The other bars in the figure show the costs for coal required as an input to produce 1 t of 5 000er coal by blending coal of different calorific values. The green bar, for example, represents the coal costs of mixing 6 500 kcal/kg coal with coal of 3 400 kcal/kg at proportions to get 1 t of 5 000er coal. This figure does not consider blending costs, but shows how different coal quality prices move independently, generating arbitrage opportunities. Of course, besides coal costs, the blending itself creates costs. The lower these costs, the higher the potential arbitrage is between coal qualities.

For example, if the price difference between 3 400er coal and 5 000er coal becomes too great, coal blending using 3 400er coal and another higher calorific coal becomes economical. Thus, demand for 3 400er coal would increase while the price gap for the 5 000er coal would decrease. As Figure 2.12 shows, the non-blended 5 000er coal exhibits the highest prices; the coal input costs for blended 5 000er coal costs least. If the difference is greater than the cost of blending, arbitrage between blended and non-blended coal is economical.

Figure 2.12 Costs of coal for different varieties of coal blendings of 5 000 kcal/kg



Seaborne met coal prices

The trend of falling met coal prices that began in 2011 continued through 2013/14, as illustrated in Figure 2.13. The price of Australian prime hard coking coal was at a record high in March 2011 at USD 330/t, and then plummeted. In March 2012, the marker price stood at USD 211/t, USD 148/t in October 2012 and USD 133/t in July 2013. Since then, the price of Australian prime hard coking coal has lost another USD 20/t within 12 months. The United States' high ash, high volatile coking coal price has also declined, but not as strongly, since their prices decreased by only USD 8 between

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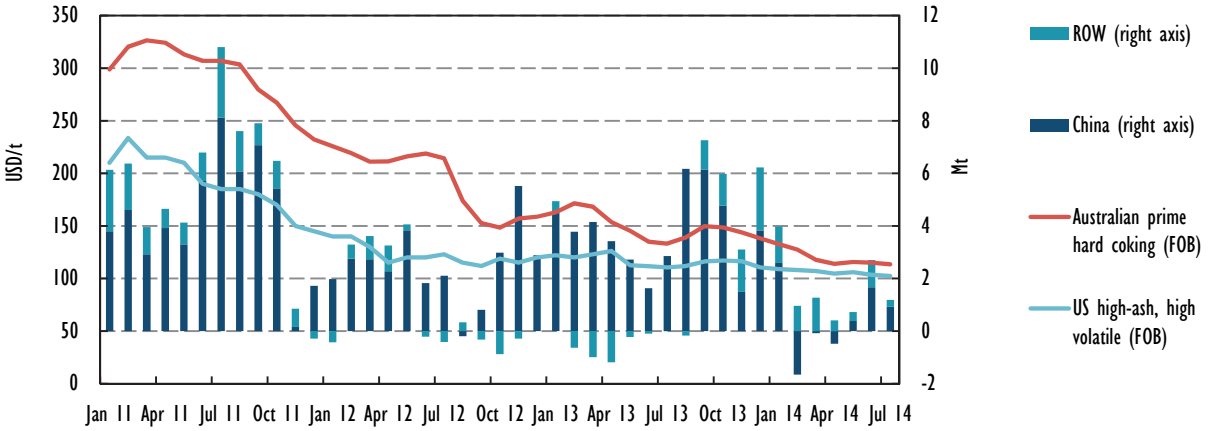
July 2013 and July 2014. Notably, the price premium for Australian prime hard coking coal over US high ash, high volatile coal has almost disappeared.

Figure 2.13 Development of met coal prices and monthly year-on-year differences in BFI production, 2011-14



Note: "BFI": blast furnace iron; "ROW"= rest of world.

Source: World Steel Association (various years), *Crude Steel Production*, Brussels, World Steel, www.worldsteel.org/statistics/BFI-production.html; McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Box 2.1 Cheap coal in Europe: Is China pushing prices down?

Since 2012, Europe has experienced comparably bearish steam coal import prices. A common explanation for the low coal price level is increasing United States coal exports as a consequence of the shale gas revolution in the United States. However, taking into account that other coal-exporting countries can perform arbitrage between the European and the Chinese market, analysis suggests that the Chinese market drives steam coal prices in Europe more than US coal exports.

The standard argument for low coal prices in Europe includes the following: the shale gas boom has caused gas prices in the United States to plummet. These low gas prices increase gas-fired power generation, whereas coal-fired power plants run at lower utilisation rates implying a lower US coal demand. The coal which is not consumed in the United States is exported to Europe and higher US coal exports flood the European coal market and push European coal prices down.

Figure 2.14 illustrates this argument using the example of two CIF* cost curves for coal imports to Europe and a stylised coal demand curve for Europe. The green line shows the cost curve of actual coal suppliers to Europe for the year 2013. The dark blue line also represents the situation in 2013, but assumes a hypothetical increase of US export capacity by 30%. Increasing US coal exports shift the supply cost curve to the right such that the European import price decreases from USD 87/t to USD 80/t. This analysis would reflect the market dynamics correctly if the European coal market was isolated and had no interaction with other coal markets such as the Chinese coal market.

However, coal markets interact: since coal is a bulk good, exporters can ship coal flexibly to other destinations. Thus, if the coal price in Europe is low and higher in Asia, exporters have an incentive to sell their coal in Asia. Given the high arbitrage potential between markets, exporters will optimise their sales by accounting for different sales alternatives. In a simple example, Figure 2.15 illustrates the sales decision of an exporter given regionally separated demand regions.

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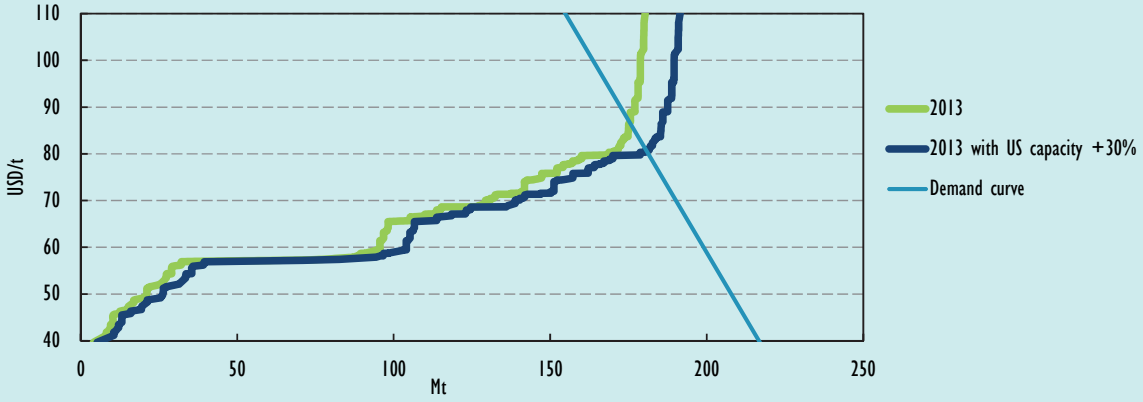
Box 2.1 Cheap coal in Europe: Is China pushing prices down? (continued)

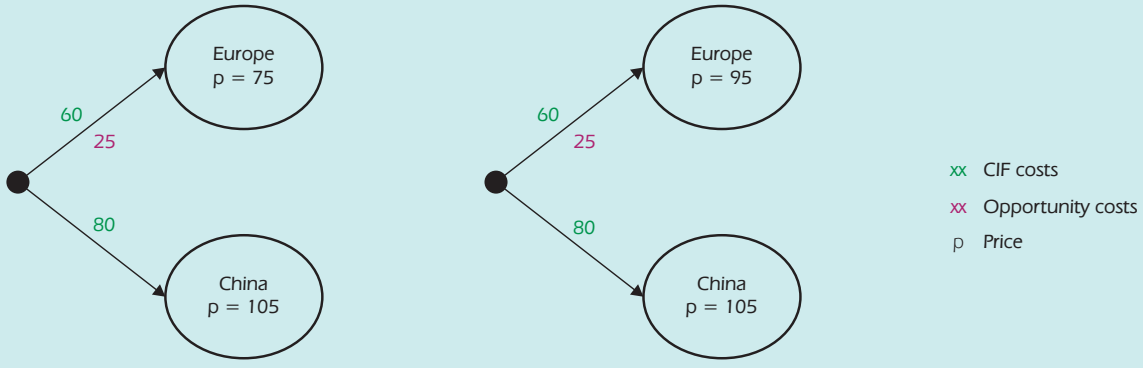
In the first situation, an exporter has CIF costs of USD 60/t to Europe where the coal price is assumed to be USD 75/t. Therefore, each tonne of coal sold would imply a margin of USD 15. Selling coal to China would incur costs of USD 80/t. Assuming a price of USD 105/t in China, the exporter would earn a margin of USD 25/t. Given that the exporter's capacity is limited (either because of rail or port infrastructure or mining capacity), each tonne of coal sold in Europe could not be sold in China. Thus, when earning the USD 15/t margin in Europe, the exporter could not realise the USD 25/t margin in China. When accounting for these so-called opportunity costs, total costs of coal sales to Europe would be USD 85/t and would therefore exceed the market price. Thus, coal would be shipped to China. The second situation shows the opposite: the coal price in Europe would be USD 95/t. When including opportunity costs, coal sales to Europe would incur costs of USD 85/t and hence would be profitable, causing the exporter to sell its coal to Europe.

Figure 2.14 Coal supply costs (CIF) of exporters and import coal demand in Europe



Source: IEA analysis from Wood MacKenzie (2014).

Figure 2.15 A stylised example of a coal exporter's sales decision in a spatial market



The concept of opportunity costs is next applied to European coal supply cost curves shown in Figure 2.14. Figure 2.16 shows the CIF cost curves (green and dark blue lines), which now include opportunity costs for coal sales to China. Opportunity costs are derived for the 2013 annual average Chinese coal price of approximately USD 90/t. As the figure reveals, a 30% increase of US coal exports again shifts the supply curve to the right, but the price effect would be negligible. The reason for this rather surprising result is that additional US coal exports increase European coal supplies but at the same time crowd out sales of other coal exporters. Given the currently low transport costs, these exporters have the almost equally profitable alternative of selling coal to China, and exports to Europe incur rather high opportunity costs.

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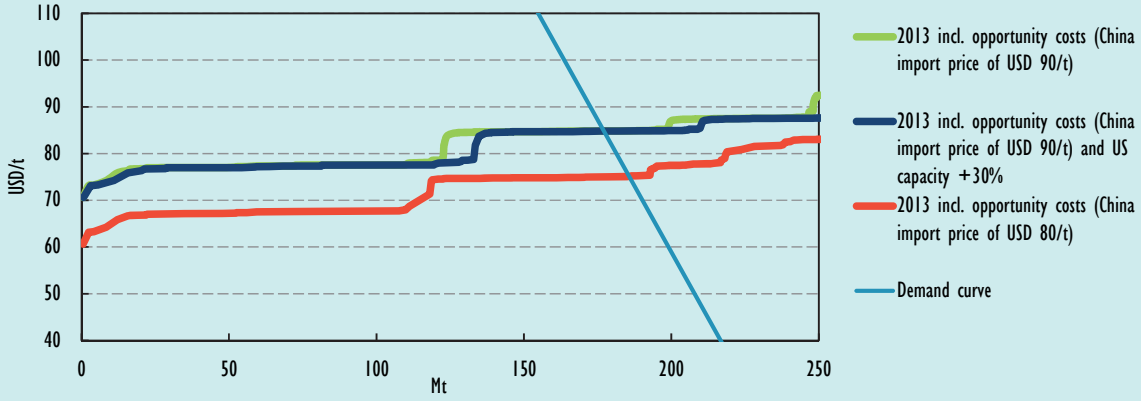
Box 2.1 Cheap coal in Europe: Is China pushing prices down? (continued)

If, for example, an additional 20 Mt of US steam coal come to the European market, a similar amount of coal is pushed out of the market towards China. China, which produced and imported approximately 3 300 Mt of steam coal in 2013, faces a comfortable supply situation currently. It is difficult to believe that 20 Mt of additional imports can cause a substantial price reaction. Since increasing US exports do not affect the Chinese coal price, they neither impact European coal supply costs (including opportunity costs) nor European coal prices due to arbitrage.

Figure 2.16 Coal supply costs (CIF) in Europe, including opportunity costs for selling coal to China



Note: The green line always lies above the dark blue line. However, due to formatting issues this is hardly visibly in Figure 2.16.

Source: IEA analysis from Wood MacKenzie (2014).

If, however, the price level in China decreased (for example due to further overcapacities of mines, productivity gains or currency appreciation of the renminbi against the US dollar), the effect on European prices would be much more significant. The red line in Figure 2.16 shows the European coal supply curve (including opportunity costs) given a Chinese coal import price of USD 80/t. The lower price in China decreases opportunity costs for coal suppliers to Europe, which has an immediate impact on European coal supply costs and prices.

Clearly, coal markets in reality are far more complex because of varying coal qualities, long-term supply contracts or market imperfections. Additionally, this analysis aggregates the market dynamics for an entire year, whereas demand and supply vary within a year. Nonetheless, the analysis reveals that limited capacities, opportunity costs and comparably low transport costs connect the European and Chinese coal markets. Therefore, as long as freight costs remain low, additional US coal exports have only a small impact on prices whereas Chinese coal market dynamics influence the European coal price substantially.

* Costs comprise mining and preparation costs, inland transport costs, port handling costs, royalties and freight costs to Europe. Costs are standardised with respect to an energy content of 6 000 kcal/kg.

Met coal prices in 2013 continued to decrease despite production of BFI, the primary end use of metallurgical coal, increasing between 2012 and 2013. In China, BFI production increased by 46 Mt (+6.9%) while in the rest of the world it increased by 3 Mt (+0.7%). In the second half of 2013 in particular, increasing BFI production induced a temporary upswing in price. Demand growth has been outperformed by the growth in global met coal supply capacity, triggered by high met coal prices in 2011. The intense competition of met coal exporters worldwide in addition to Chinese domestic producers has made prices plummet. Early numbers for 2014 indicate a significant slowdown of BFI production growth. This development has pushed met coal prices further downward.

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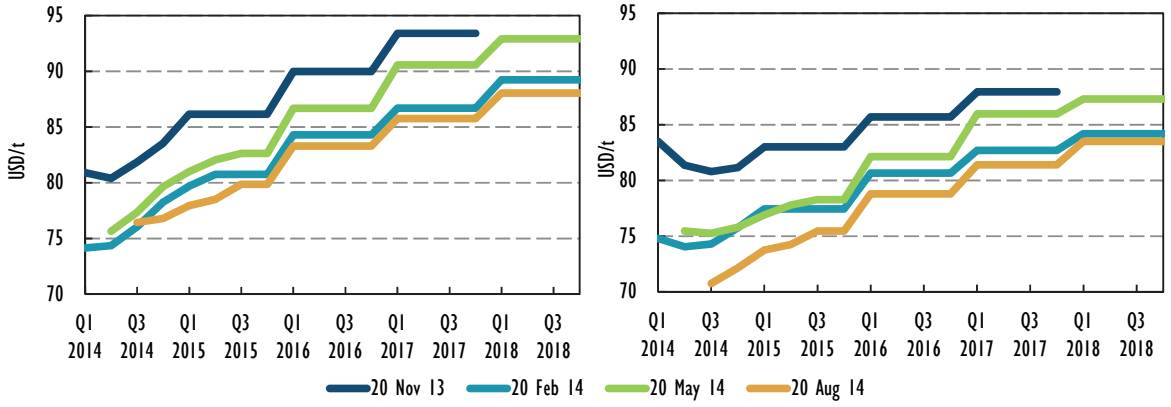
Coal forward prices

Figure 2.17 shows the evolution of forward curves of API2 and API4 indices between November 2013 and August 2014. As mentioned in the "Coal derivatives" section, derivatives linked to API2 and API4 account for most of the global trade. If we compare with charts in former *Medium-Term Coal Market Reports*, we see same trends, such as the spread between API2 and API4 is widening, as it goes from USD 3/t in 2015 to more than USD 5/t in 2018. We also observe, similar to former years, a general contango in the curves, representing generally well-supplied markets. However, during the last months of 2013 and first months of 2014, the market was in backwardation. The explanation lies in the turmoil in Colombia, where Drummonds mining company was banned from exporting from Puerto Drummond in addition to issues in Cerrejón and other producers. Once Colombian exports recover normal levels, the forward curve got back to the usual contango.

Figure 2.17 Forward curves of API2 (left) and API4 (right), 2013-14



Source: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Coal supply costs

Unlike oil and gas extraction, which are more capital-intensive, the cost focus in coal mining is on variable costs rather than investment costs. The variable costs of coal supply comprise costs of mining, costs for inland transportation, port fees, seaborne transport costs in addition to taxes and royalties. Further, currency exchange rates and their development play a crucial part in determining relative cost competitiveness of coal producers and therefore have a strong influence on the international coal trade.

Development of input factor prices

Variable costs, often referred to as mining cash costs, comprise costs for material, costs of labour and other costs such as royalties or costs for outside services. Mining costs account for the largest share in coal supply costs in most coal-exporting countries. The breakdown of costs depends upon the country as well as the geological conditions and the mining methods applied. Costs for material generally account for more than 50% of a mine's cash costs. In countries with particularly low labour costs, such as Indonesia or Colombia, this share might rise to approximately 75%. Internationally traded inputs to coal mining such as diesel fuel, steel mill products, explosives, tyres and machinery mostly follow global price trends, even though local distortions (for example fuel subsidies) may exist. Other inputs used in coal mining, such as electricity or water, adhere to national price trends.

Figure 2.18 shows the indexed price development of selected inputs used in coal mining, which mostly follow international price trends. Prices for diesel fuel are more volatile than other input

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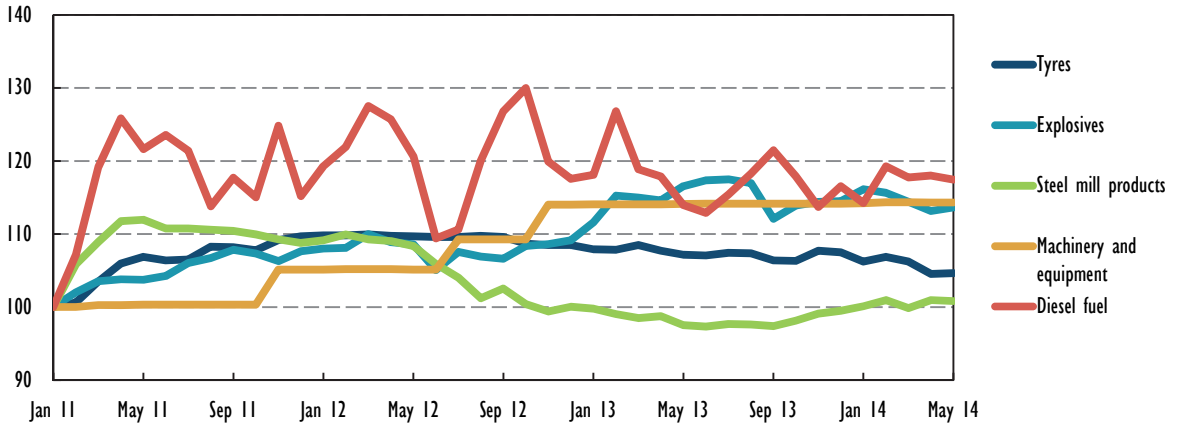
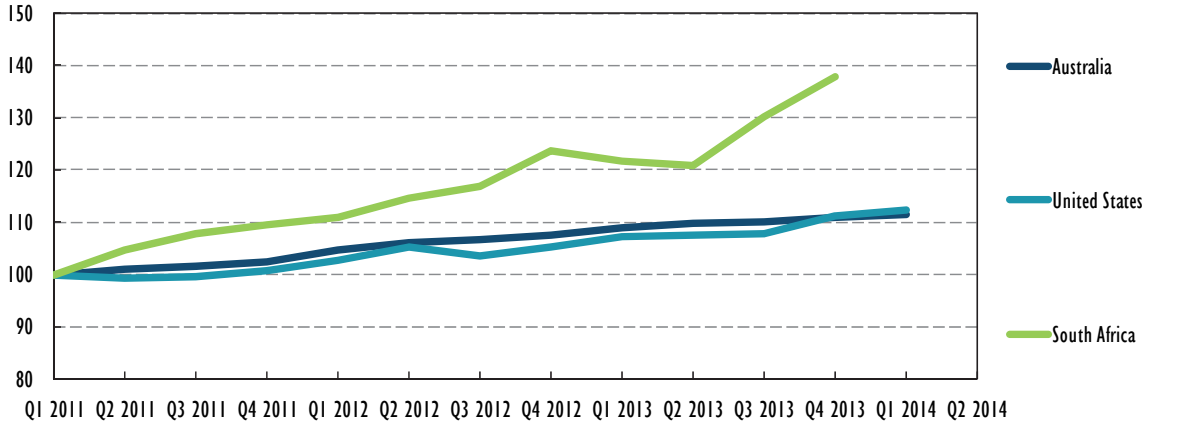
prices. However, average annual diesel prices have stayed rather stable over the past three years. Average prices for explosives and machinery increased strongly from 2011 to 2013, by more than ten index points each. Prices for tyres and steel mill products, however, decreased over 2013 with a decrease in steel mill products being more pronounced. The average price for steel mill products in 2013 was approximately 11 index points below its 2011 level.

Figure 2.18 Indexed price development of selected commodities used in coal mining



Source: US Bureau of Labor Statistics (2013a), *Producer Price Data Commodity and Industry*, United States Department of Labor, Washington D.C., www.bls.gov/data/.

Figure 2.19 Indexed labour cost development (in local currency) in selected countries



Sources: US Bureau of Labor Statistics (2013b), *Employment, Hours, and Earnings from the Current Employment Statistics survey (National), Industry: Coal Mining (average hourly earnings of all employees)*, United States Department of Labor, Washington, D.C., www.bls.gov/data/; Statistics South Africa (2014), *Quarterly Employment Statistic (QES),* June 2014, Statistics South Africa, Johannesburg, www.statssa.gov.za/publications/P0277/P0277June2014.pdf; Australian Bureau of Statistics (2014), *6345.0 Wage Price Index*, Australia, June 2014, Australian Bureau of Statistics, Canberra, www.abs.gov.au/ausstats/abs@.nsf/mf/6345.0/.

Besides materials, labour costs form one of the largest components in mining costs. Varying between countries and the applied mining technique, labour costs can comprise between 20% and 50% of overall mining cash costs. Labour costs are typically higher in Australia, the United States and Canada when compared to Colombia, Indonesia or South Africa. However, labour productivity is typically higher in the former countries, which at least partially offsets higher labour costs. Labour costs increased most significantly in South Africa in 2013 (+9.6%), whereas growth in the United States (+4.0%) and Australia (+3.5%) was less pronounced.

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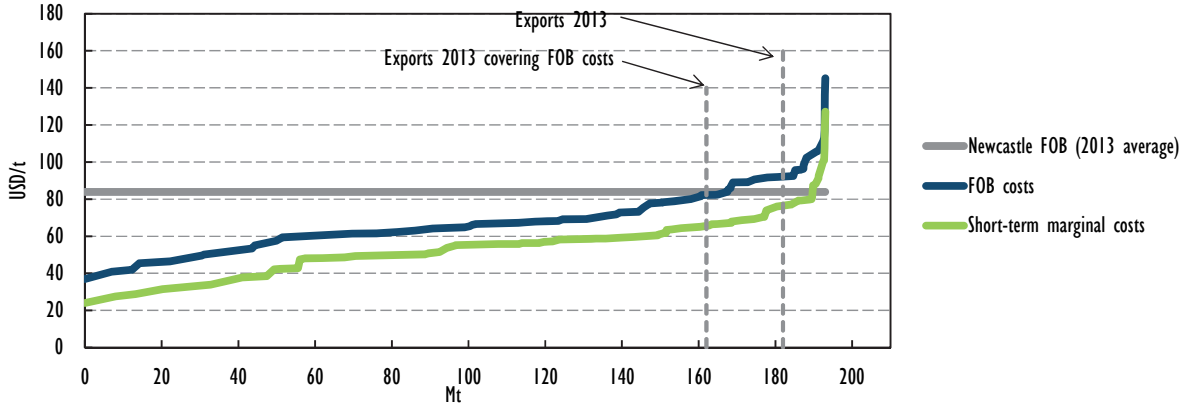
Cost pressure for Australian coal producers has been widely discussed in previous years. Figure 2.20 suggests that the supply costs of approximately 20 Mt of the 182 Mt steam coal exported from Australia in 2013 were below the 2013 average Newcastle FOB price, so that producers were operating at a loss. Figure 2.20 is a simplified model of reality as time varying FOB prices, coal qualities and contractual details are not mapped. However, there are also economic reasons for producers to sell below FOB prices. Producers are often engaged in take-or-pay contracts, obliging them to pay port fees or to pay for railway transport infrastructure irrespective of usage. Therefore, these cost components should be considered stranded and not part of the short-term marginal costs (green line in Figure 2.20). Another limitation of this model is that not all producers are engaged in take-or-pay contracts. Further, one could argue that labour and machinery costs are also part of stranded costs.

Figure 2.20 Australian steam coal supply cost curves, export volumes and price levels, 2013



Notes: coal volumes, prices and costs are based upon a calorific value of 6 000 kcal/kg. Short-term marginal costs comprise variable production costs, processing, overburden removal and royalties. For simplification, this analysis assumes that port usage and inland transportation are based solely on long-term contracts and are therefore not part of the short-term marginal costs. FOB costs comprise short-term marginal costs and the costs of inland transportation and port usage. Royalties are assumed to increase proportionally with the production output.

Source: IEA analysis from Wood MacKenzie (2014); McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Currency exchange rates

Currency exchange rate developments have a direct impact on supply costs for coal and therefore strongly influence the competitiveness of coal suppliers (both exporters and local suppliers). Most international coal trade is settled in USD and thus also generates a revenue stream in USD for coal suppliers. Since costs such as labour and railway costs are settled in local currency, a depreciation of the local currency against the USD directly translates into a supply cost decrease for domestic producers. Analogously, an appreciation of the local currency results in a supply cost increase for domestic producers. Buyers of coal are affected by exchange rate fluctuations as well: a depreciation of the local currency translates into higher costs. It should be noted however, that the influence of exchange rate fluctuations is mitigated through numerous hedging instruments, which allows coal suppliers (and buyers) to hedge against currency exchange risks.

Figure 2.21 shows the indexed development of the USD against currencies of selected coal-exporting countries. When looking at the timeframe from 2011 until the end of 2013, most currencies depreciated against the USD, with the strongest depreciation in 2013 by the Indonesian rupiah (IDR). This resulted in currency-based cost decreases, thereby strengthening exports even at declining (USD-based) coal prices. Starting in 2014, most currencies began to appreciate against the US dollar.

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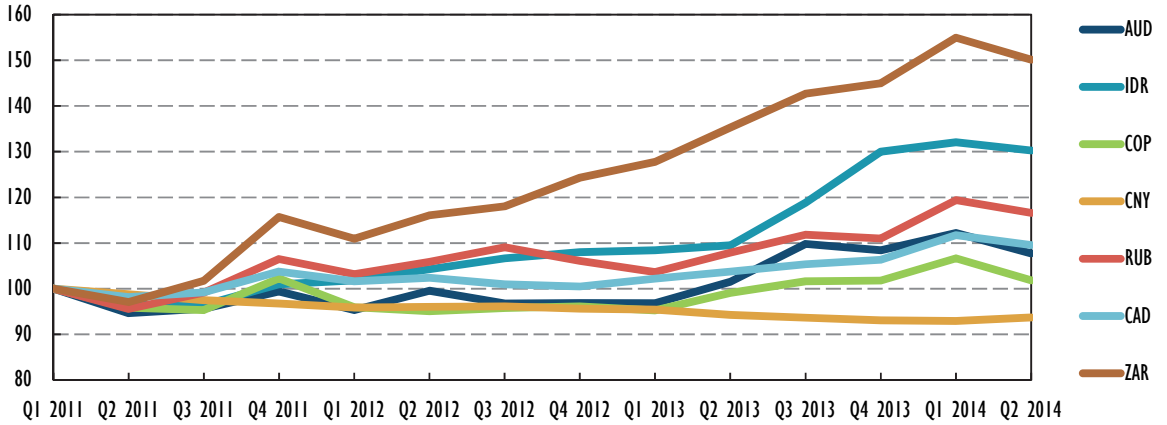
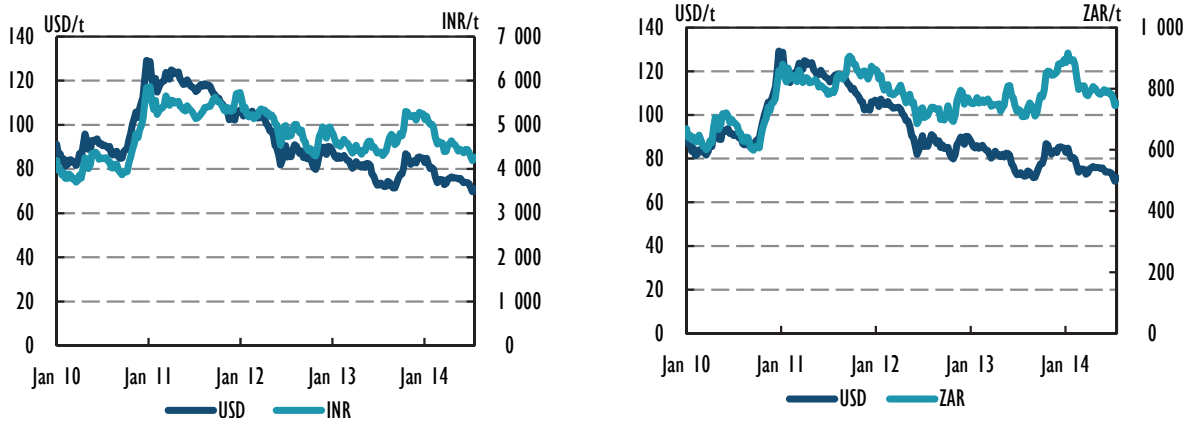
Figure 2.21 Indexed development of the US dollar against selected currencies



Note: AUD = Australian dollar; COP = Colombian peso; CNY = Chinese renminbi; RUB = Russian ruble; CAD = Canadian dollar; ZAR = South African rand). The graph shows the indexed (Q1 2011 = 100) development of the US dollar against selected currencies, expressed as USD/domestic currency (for example USD/AUD). Therefore a devaluation of the USD (1 USD buys less units of another currency) results in a decline in the index.

Figure 2.22 illustrates the effects described above. The left chart shows the development of the Richards Bay FOB price in USD and South African rand (ZAR). When expressed in USD, the FOB price decreased by 19% between January and September 2013. The depreciation of the ZAR in the same period has however at least partially offset this deterioration; the price in ZAR decreased by only 6%. The right chart illustrates the effect of exchange rate developments on importers showing the Richards Bay FOB price in USD and Indian rupee (INR). The INR depreciated against the USD over most of the first half of 2013. Consequently, compared to the 19% decrease of the price marker in USD, when expressed in INR the price marker decreased by only 10%.

Figure 2.22 FOB steam coal prices in USD and local currency (left: ZAR; right: INR)



Note: ZAR/t = South African rand per tonne; INR/t = Indian rupee per tonne.

Source: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Dry bulk shipping market

Approximately 90% of internationally traded coal was transported by ship in 2013. The seaborne dry bulk shipping market constitutes an important part of the coal supply chain. Dry bulk freight vessels are typically categorized by their deadweight tonnage (dwt), which is the weight that they can carry. Four main vessel types transporting coal exist: Handysize (10 000 dwt to 35 000 dwt), Handymax/Supramax

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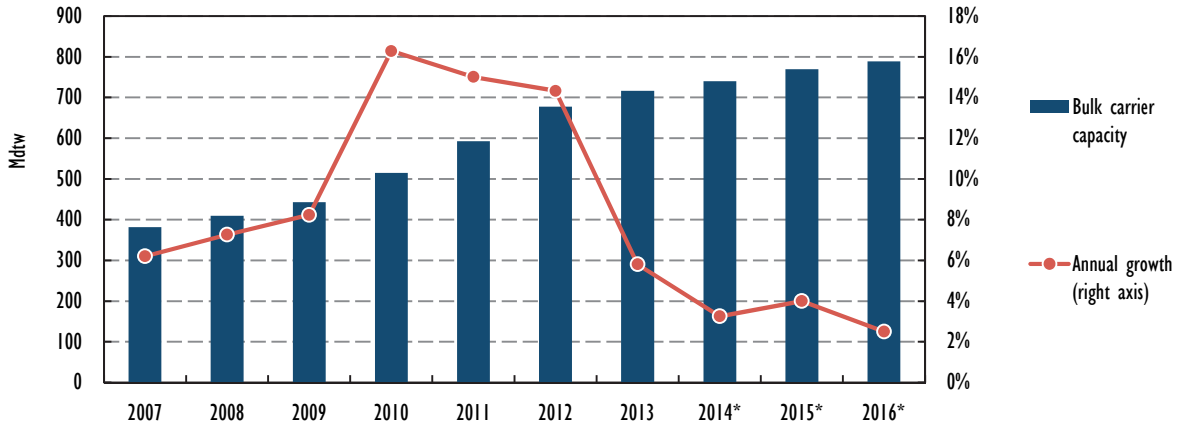
(35 000 dwt to 60 000 dwt), Panamax (60 000 dwt to 80 000 dwt) and Capesize (over 80 000 dwt). Panamax and Capesize vessel types dominate the international trade of coal.

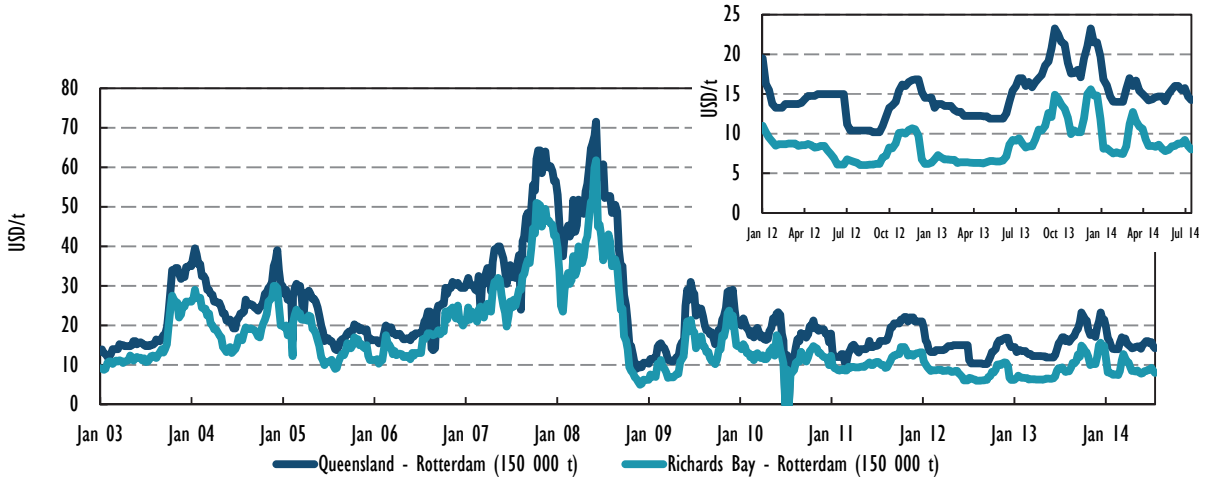
As the construction of new bulk carriers takes approximately one to two years, and as shipyards typically have limited excess capacity (because of limited number of assembly docks), the supply of bulk carrier capacity is somewhat inflexible and hence predictable. As shown in Figure 2.23, the annual growth of the dry bulk carrier exceeded 7% in each year between 2008 and 2012. 2013 saw a slower growth rate of the bulk carrier fleet by approximately 6%, and growth is projected to further decrease and remain at the decreased rate through at least 2015. New building orders are now primarily focused on Supramax vessels, which have been increasingly popular for cargoes from Indonesia to India, as Handysize orders are decreasing.

Figure 2.23 Development of the bulk carrier fleet, 2007-16



* Estimate.

Figure 2.24 Development of selected freight rates, 2003-14



Source: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

Sea freight rates increased slightly in 2013 with average freight rates from Richards Bay to Rotterdam at USD 9/t and from Queensland to Rotterdam at USD 16/t. Compared to 2012, this is an increase by USD 1/t and USD 2/t respectively. Most of this was driven by a strong increase in freight rates in the second half of 2013 caused by growth of iron ore imports to China and strong grain exports from the

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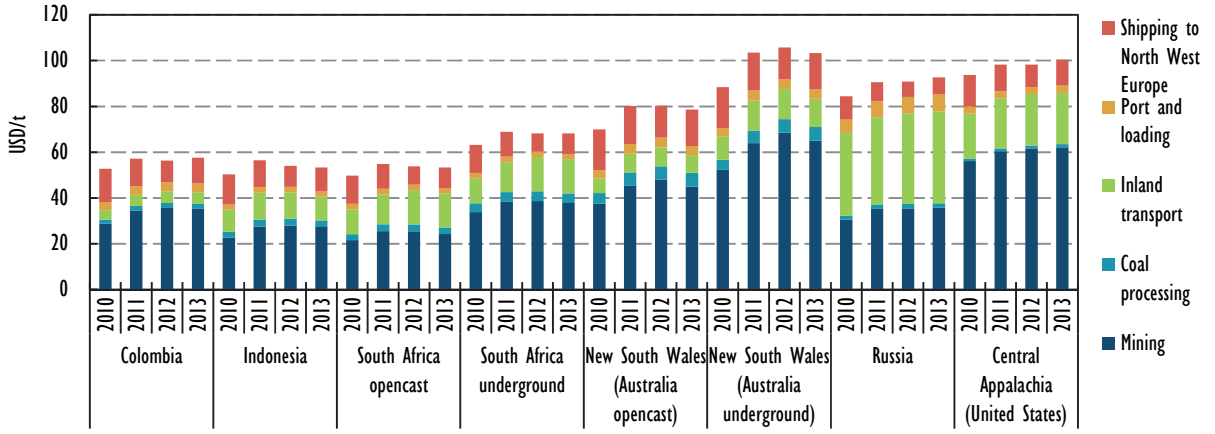
United States. However, at the beginning of 2014, prices fell back again to lower levels. In the first half of 2014, freight rates from Richards Bay to Rotterdam ranged between USD 8/t and USD 12/t and from Queensland to Rotterdam between USD 14/t and USD 20/t.

Development of coal supply costs

Coal supply costs have increased in all coal producing countries since 2010. However, coal supply costs have increased at a slower speed or even began to decrease since 2011. Three key factors contributed to this development. First, companies have taken great efforts to reduce mining and labour costs. Second, most currencies stopped appreciating against the US dollar in late 2011 and even started to depreciate. Third, several input factor prices for mining such as diesel fuel or steel mill products did not increase further or even decreased. Factors having a bullish impact on coal supply costs can also be observed. First, currencies began to appreciate again against the US dollar in 2014, thereby driving up international supply costs. Second, labour costs continued to increase while productivity decreased in several exporting countries. Third, after having decreased in 2012, average freight rates to Europe increased again in 2013.

Figure 2.25 illustrates these developments, showing indicative steam coal supply costs to northwest Europe (ARA ports) for selected coal exporters. In order to allow for a comparison between the regions, royalties and taxes are not included in the figure.

Figure 2.25 Indicative steam coal supply costs to North West Europe by supply chain component and by country, 2010-13



Note: Indicative supply costs shown in this figure do not include taxes and royalties.

In absolute terms, supply costs have increased most strongly in Australia since 2010, and several Australian producers are incurring losses at current price levels. However, average mining costs in Australia decreased in 2013 compared to 2012, as producers have taken strong measures to reduce mining and labour costs. Measures that resulted in cost savings include increased labour productivity through increased production per person due to fewer roles and contractors, as well as gains in truck utilisation with fewer trucks moving the same quantity of material. Parts substitution, condition-based replacement, the use of alternative suppliers and price renegotiation resulted in savings in consumables. Furthermore, producers have opted for procurement outsourcing, including off-shoring, higher feed rates and increased run hours have led to increases in coal preparation plant production. Producers are also increasingly trying to renegotiate take-or-pay contracts with railway and port operators. These contracts often date back to the high price period.

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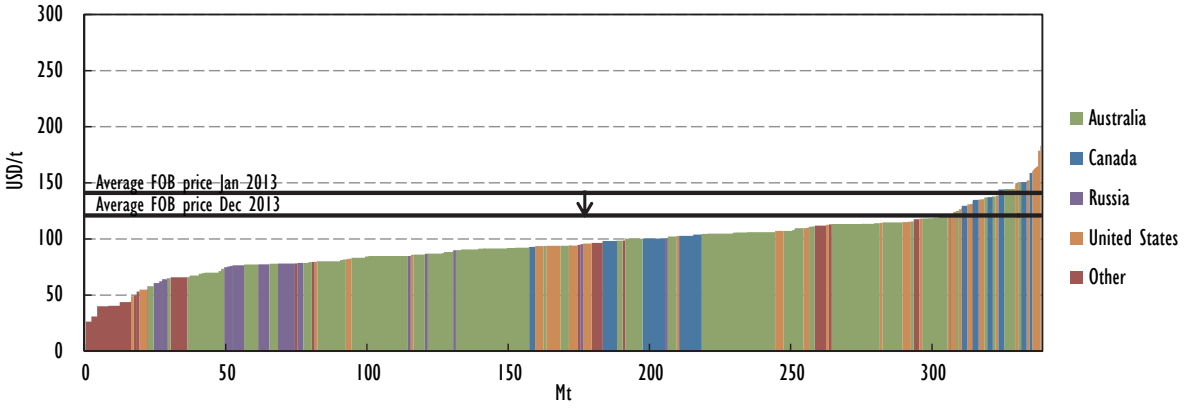
Investment activity in met coal production capacity has been strong in recent years, triggered by a pronounced high price period with met coal prices peaking above USD 320/t in 2011. However, met coal prices have decreased strongly since 2011. Prices for met coal were between USD 110/t and USD 140/t (depending on coal quality) in December 2013, a decrease from when it ranged between USD 120/t and USD 170/t in January 2013. Even though producers have taken great efforts to reduce costs, oversupply to the market persists and, in consequence, leave the operations of many met coal producers at the upper end of the supply curve unprofitable at current low price levels (see Figure 2.26).

Figure 2.26 Indicative met coal FOB cost curve and FOB price levels, 2013



Notes: FOB price levels are monthly averages derived from different price indices, such as Australian prime hard coking coal, Australian low volatile PCI, US high ash, high volatile and US low volatile. Price levels of certain met coal types can deviate from these indicative figures. FOB costs comprise variable production costs, processing, overburden removal, royalties, port usage and inland transportation.

Source: IEA analysis from Wood MacKenzie (2014); McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com.

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3. MEDIUM-TERM FORECAST OF DEMAND AND SUPPLY

Summary

- **Global coal demand grows on average +2.1% per year over the outlook period, from 5 690 million tonnes of coal-equivalent (Mtce) in 2013, to 6 462 Mtce by 2019. This is slightly slower than the 2.3% annual growth rate from last year's report.** Coal will therefore be the fastest-growing fossil fuel until 2019 in absolute terms. Gas will grow at a slightly slower pace, on average by 2.2% per year.

- **Non-OECD countries will continue to dominate global coal demand growth.** Coal demand in non-OECD countries will grow on average +3.0% per year from 4 239 Mtce in 2013 to 5 060 Mtce in 2019. The fastest-growing non-OECD country groups in relative terms are the Association of Southeast Asian Nations (ASEAN) countries (+8.3% per year) and Latin America (+6.2% per year, from very low levels). Most incremental demand volumes are projected for China (+471 Mtce) and India (+177 Mtce), enabling India to surpass the United States and become the second-largest coal consumer in the world by 2019.

- **Demand in China will continue to grow on average by +2.5% per year over the outlook period, however at a significantly slower rate than over the previous ten years (approximately 10% per year, on average).** Thermal coal and lignite will grow by 2.6% per year, thereby providing most incremental volumes (+402 Mtce), and met coal by 2.0% (+69 Mtce).

- **Demand in OECD countries is projected to decrease on average by 0.6% per year from 1 451 Mtce in 2013 to 1 402 Mtce in 2019.** Demand growth decline is not evenly distributed among OECD countries. While coal demand decreases in OECD Europe and OECD Americas, it increases in OECD Asia Oceania. Coal demand in the United States is projected to decrease by as much as 1.7% on average per year.

- **The picture is similar when looking at the different coal types.** Both thermal coal (+2.3% per year) and metallurgical (met) coal demand (+1.8% per year) are forecast to grow until 2019 with the bulk of growth coming from non-OECD countries.

- **Global coal supply is forecast to increase by 752 Mtce (+2.1% per year), from 5 709 Mtce in 2013 to 6 462 Mtce in 2019**. Incremental coal volumes in non-OECD countries amount to 686 Mtce (+2.5% per year) until 2019 – approximately 65% of which comes from China. Coal supplies in OECD countries will grow by 67 Mtce (+0.8% per year), mostly due to increasing production in Australia.

Methodology

The demand forecast in this section is subdivided into thermal coal and lignite demand and metallurgical (met) coal demand. This market-oriented approach reflects that met coal is priced and traded differently than thermal coal and lignite. As with the previous editions of this report, the International Energy Agency (IEA) provides forecasts for both OECD member countries and OECD non-member countries. This report additionally features forecasts for the ASEAN country group, thus taking into account their importance to the international coal markets.

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Coal usage is driven by factors such as the relative prices of coal and its substitutes (particularly for power generation and industry), economic and population growth and electrification rates. However, similar growth rates of the gross domestic product (GDP) in two countries may result in different growth rates for coal demand, depending on the country's average per capita income (used as a measure of its development level), resource endowment and energy policy, among others. To account for these diverse influences, demand forecasts are based upon country-specific econometric estimations, for example the elasticity of thermal coal demand to GDP or population growth. Using assumptions about various relevant parameters (such as GDP and population growth forecasts provided by the International Monetary Fund [IMF], fuel prices and development of average efficiency coal-fired power plants in the various countries) allows us to derive demand projections specific to the country and coal type. Drawing on the broad expertise of the IEA on primary energy markets enables consistent demand estimates that account for development in the other primary energy markets, such as natural gas, renewable energies or crude oil.

In addition to the demand and trade forecast presented in this and the next chapter, two separate demand and trade analyses are presented in Boxes 3.3 and 4.4. Box 3.3 analyses how Chinese coal demand could peak in the outlook period, showing that only very strong assumptions would lead to peak coal in China before 2019. Box 4.4 analyses the effect of a cap on production in Indonesia on global coal trade.

Assumptions

GDP growth is an important driver for future coal consumption. Our demand forecast is based upon the April 2014 IMF GDP forecast. In its April 2014 forecast the IMF revised its projections downward compared to the April 2013 forecast which was used in last year's *Medium-Term Coal Market Report* (IEA, 2013): for the period 2013-18, the compound average growth rate (CAGR) is almost 0.5 percentage points lower. Global GDP is projected to grow on average by 3.8% per year from 2014 to 2019. In line with previous IMF forecasts, GDP growth is stronger in non-OECD economies than in OECD economies. Non-OECD economies are projected to grow by 5.4% per year from 2014 to 2019; OECD economies will grow on average by 2.3% per year.

OECD Europe will grow at an average 1.9% per year from 2014 to 2019 with growth gradually increasing over the outlook horizon. OECD Americas are projected to grow by 2.8% per year driven by strong economic development in the United States in the beginning of the outlook period. GDP in OECD Asia Oceania will grow at 2.0% per year. Strong growth mostly stems from Korea, which is expected to grow by 3.8% per year over 2014-19.

Non-OECD economies in Asia will maintain strong growth rates between 2014 and 2019. However, growth is less strong than projected in the April 2013 forecast: China will grow at an average 7.0% per year, a downward revision of more than one percentage point compared to the April 2013 projections. Growth projections for India and Indonesia have been revised slightly downwards with India projected to grow by 6.4% per year and Indonesia by 5.9%. ASEAN and other developing Asian and African economies maintain overall strong growth rates (exceeding 5% per year), which are similar to those set out in the IMF projections of April 2013. Latin America's GDP will increase by 3.1% per year and GDP in the Middle East by 4.1%. Projected growth for non-OECD Europe/Eurasia has been revised downwards to 2.7%.[1]

[1] In April 2014, the IMF did not publish a forecast for GDP growth in the Ukraine. For the demand forecast, we assumed an annual GDP growth rate of 0% in the Ukraine over the outlook period.

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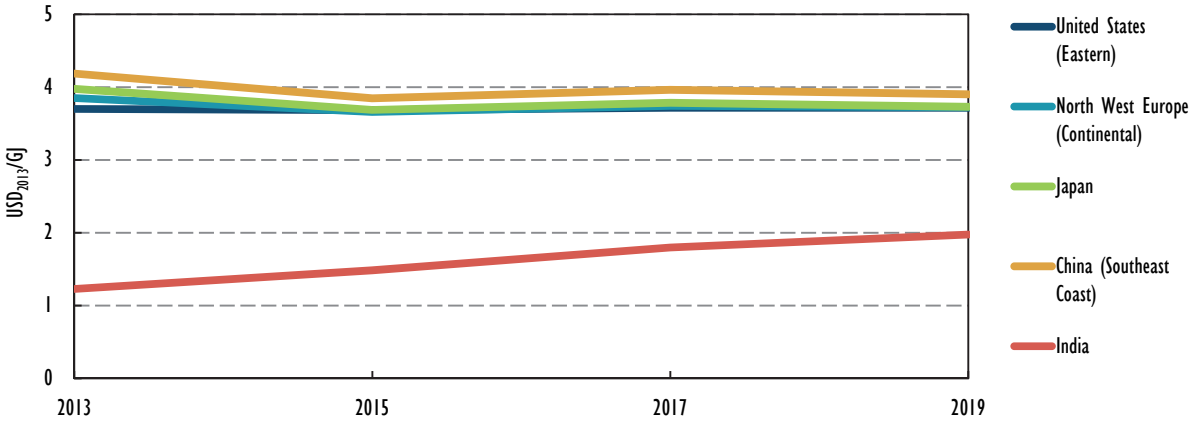
Apart from GDP development, the evolution of fuel prices is a major factor when determining future coal demand. The price paths for oil, gas and coal are consistent with IEA (2014a), IEA (2014b) and IEA (2014c). The *Medium-Term Reports* use forward curves as an input to price forecasts, however these prices do not in any manner represent IEA forecasts.

Nominal IEA average oil import prices are expected to follow a continuous trend from the current levels to over USD 90/bbl in 2019. The natural gas market is projected to continue to lack sufficient interregional arbitrage (due, among other things, to higher seaborne transportation costs, infrastructure constraints and oil-price-indexed long-term contracts). Regional gas price divergence among the United States, Europe and Asia is therefore assumed to persist over the outlook period, rendering coal-to-gas competition in Asian economies very favourable to coal. Average Henry Hub gas prices are expected to cross the USD 4/million British thermal unit (MBtu) threshold in 2014, increasing progressively to USD 4.6/MBtu by 2019. Continental Europe will continue to see a mix of spot and oil indexation. The average USD 10.4/MBtu import price over the forecast horizon will be slightly higher than for British gas users (USD 10.1/MBtu). Gas prices in OECD Asia Oceania (represented by Japan) are expected to remain well above US gas prices. The gap will narrow from USD 12.6/MBtu in 2013 to USD 8.6/MBtu in 2019 due to a progressive decrease in oil prices pushing contract prices downward.

Figure 3.1 Regional (real) steam coal price assumptions, 2013-19, delivered to the power plant



Notes: USD_{2013}/GJ = 2013 USD per gigajoule.

Regional coal prices in this report are based upon forward curves subject to individual adjustments, for example for transport and handling costs. Prices for coal delivered to power plants in the United States (eastern), North West Europe (Continental) and Japan are generally assumed to slightly decrease in the short term until 2015, picking up again thereafter and converging at approximately USD 3.7 per gigajoule (GJ) in 2019. Prices for the South East Coast of China are projected to decrease from USD 4.2 per GJ to USD 3.9 per GJ in 2019. Coal prices in India will diverge: average delivery prices to power plants are assumed to almost double until 2019 (to USD 2 per GJ) due to an expected increase in thermal coal imports and a slow-to-moderate rise of domestic coal prices. Nevertheless, delivery prices in India are expected to range between approximately USD 1.3 and USD 1.9 per GJ lower than prices in the other regions depicted in Figure 3.1.

Global coal demand forecast

Global coal demand is forecast to grow by 772 Mtce (+2.1% per year on average), from 5 690 Mtce in 2013 to 6 462 Mtce in 2019. Thus, considering the average annual growth rate of 4.8% over the last

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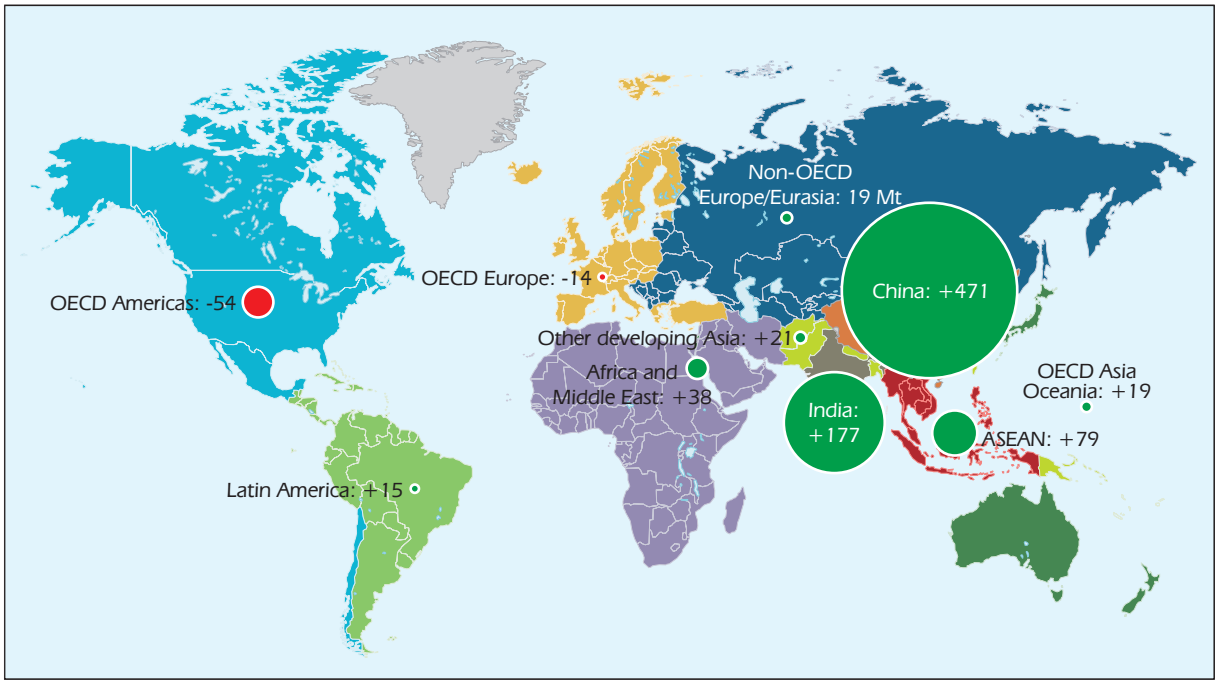
ten years, coal demand growth is projected to more than halve. Non-OECD economies clearly drive global coal use, with an average annual growth rate of 3.0% during the outlook period. By 2019, coal consumption in non-OECD economies accounts for 78.3% of global coal use, up from 74.5% in 2013. Even though coal demand growth in China is slowing, from an average of almost 10% per year over the last ten years to on average 2.5% per year over the outlook period, the bulk of incremental coal demand can still be attributed to China (+471 Mtce). In relative terms, the ASEAN country group leads other countries (+8.3% average growth per year), followed by Latin America (+6.2%) and India (+5.0%).

While coal demand growth among non-OECD economies is expected to continue, coal use in OECD economies will decline on average by 0.6% per year over the outlook period. Coal demand will decrease by 49 Mtce, from 1 451 Mtce in 2013 to 1 402 Mtce in 2019. Coal demand growth will experience pronounced geographical differences among OECD regions. Coal demand decreases in both OECD Europe (-0.6% per year) and OECD Americas (-1.4% per year). The bulk of this decline can be attributed to the United States, where coal demand decreases by on average 1.7% per year (-62 Mtce). The decline in the United States is slightly counterbalanced by growth in other OECD Americas economies, resulting in an overall decrease in coal demand by 54 Mtce. Coal demand in OECD Asia Oceania is projected to increase by 19 Mtce, equivalent to an annual growth rate of 0.9%.

Map 3.1 Forecast of incremental global coal demand 2013-19 (Mtce)



This map is without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries, and to the name of any territory, city or area.

OECD coal demand forecast, 2014-19

Thermal coal and lignite

Thermal coal and lignite consumption accounts for approximately 87% of overall coal consumption in OECD countries. It is projected to decrease by 54 Mtce (-0.7% on average per year) from 1 269 Mtce in 2013 to 1 214 Mtce in 2019, despite slight growth to 1 276 Mtce in 2015. Thermal coal and lignite is mainly consumed within the power sector (88%) and is the main source of power generation in OECD countries (32.8% in 2013). Other uses include district heating as well as the cement and iron and steel industries.

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Box 3.1 MATS, Clean Power Plan and US coal

The United States has enacted new regulations over the past years aiming at reducing emissions of toxic air pollutants from a range of different sectors, such as Mercury and Air Toxics Standards (MATS), Regional Haze Rules and Cross-State Air Pollution Rule. Some of these target the power sector, more specifically power generated from coal-fired power plants. But recently the focus of attention has been the "Clean Power Plan", released in June 2014.

The US Environmental Protection Agency (EPA) estimates that the power sector accounts for 32% of total greenhouse gas (GHG) emissions of the United States (measured in carbon dioxide [CO_2] equivalent) while coal is accountable for 25% of total GHG emissions in the United States. As part of the new regulatory requirements, the coal generation sector will have to reduce emissions of mercury, particulate matter (PM), sulphur dioxide (SO_2), acid gases and other individual metals, but also to comply with the new targets set in the "Clean Power Plan" and look at reducing GHG emissions from the fossil fuel power generation sector by 30% from 2005 levels by 2030. The Clean Power Plan will be implemented through a state-federal partnership where the EPA has proposed GHG emissions reduction goals by state, allowing them the initiative to take dedicated actions with the help of EPA guidelines made to assist states in developing plans to meet those goals. In this framework, states can determine their generation mix based upon installed capacity, fuel diversity and demand forecast. States are also allowed to join existing or launch new multi-state programs.

In order to continue assisting states, the EPA will prepare new regulatory standards (Best System of Emission Reduction – BSER) by mid-2015 to assess emissions from existing power plants. These new standards will be based upon efficiency improvements for existing coal power plants and for natural gas-fired plants, increasing the generation from renewable power and nuclear, improving end-user efficiency. States will then have to submit their action plan by end of June 2016, which could become regulation by 2019. Numerous lawsuits have been filed against the rule, and hence, the timeline could be affected.

As the power generation sector will have to integrate these new regulatory parameters as well as adjust to current low gas prices, some impacts can be expected on profitability in the coal generation sector, while power supply reliability and final electricity prices for consumers will have to be monitored. As an example, PJM, for whom coal generation represented 44% of the electricity generated in 2013, announced that over 20 gigawatts (GW) of coal capacity generation (out of 182 GW total capacity) would be retired by 2016 as part of retirement plans mainly due to MATS regulation. The system operator is working at replacing this capacity with more environmentally friendly technologies, but is also pointing at increasing the share of demand response particularly for peak timing. The share of coal capacity foreseen in PJM for 2016 is about 32% compared to 39% today. The electricity generation sector will therefore increase its exposure to gas price variation due to a higher share of gas-fired generation in the mix. This increased share of gas in the power generation will also impact the local demand for gas, which could result in higher gas prices. The final cost of electricity will therefore have to include new capital expenditure costs as well as possible higher fuel (gas) prices. Financing capital will have to be secured in order to invest in new infrastructure while new capacity will have to ensure some form of protection against gas spikes such as coal previously did.

New environmental regulation will certainly impact the market model for energy production in the United States, but fuel prices and capital cost will also drive new generation investment and possibly require for system operators to readjust their generation adequacy balance.

Thermal coal and lignite demand in the United States accounted for 48% of overall OECD consumption in 2013. However, regulations regarding coal-fired power plant utilisation (such as the EPA's MATS) in combination with an ageing coal power plant fleet will lead to the decommissioning of approximately

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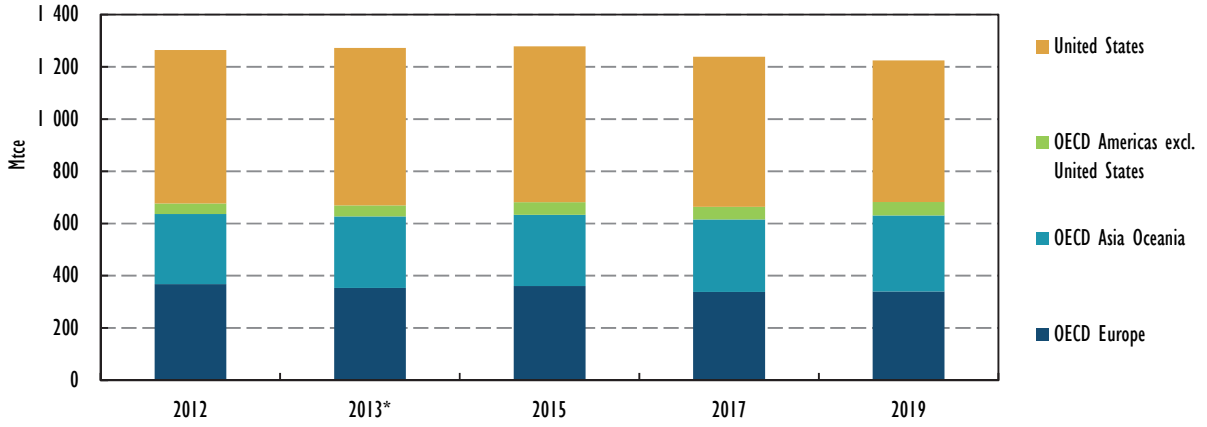
45 GW to 50 GW of existing coal-fired power plant capacity until 2019 (around 15% of existing coal capacity). This decommissioning forecast is slightly higher than in last year's *Medium-Term Coal Market Report* due to an update regarding recent EPA regulations (see Box 3.1). Even though small amounts of liquefied natural gas (LNG) exports are expected to be shipped from the United States by the end of the outlook horizon, gas prices in the United States are expected to stay low. Hence, given the current regulatory environment regarding new coal plants and strong coal-to-gas competition, large investment activity in coal-fired power plants is unlikely. However, despite climate plans, environmental regulation and shale gas production, there is a tremendous amount of cheap coal in the United States and more than 250 GW of coal capacity will remain by the end of the outlook period. Overall, thermal coal and lignite consumption in the United States is projected to decrease from 603 Mtce in 2013 to 543 Mtce in 2019 (-1.7% per year). The decline in the United States is, to a certain extent, counterbalanced by growth in other OECD Americas countries, such as Chile. Thermal coal and lignite demand in OECD Americas is projected to decrease by 52 Mtce to 594 Mtce in 2019 (-1.4% per year).

Figure 3.2 Forecast of thermal coal and lignite demand for OECD member countries



* Estimate.

Despite a slight increase from 353 Mtce in 2013 to 360 Mtce until 2015, thermal coal and lignite demand in OECD Europe is projected to decrease by on average 0.7% per year over the outlook horizon, totalling 339 Mtce in 2019. Increasing generation from renewable energy sources and measures to increase energy efficiency as well as only moderate economic growth will curb future coal use in power generation in most parts of Europe. Older coal-fired power plants are additionally affected by the European Union's Large Combustion Plant Directive (LCPD). Despite continuing low prices for carbon emission allowances and mostly favourable gas-to-coal spreads for coal, no significant coal investment activity is expected over the outlook horizon. Exceptions are Germany and the Netherlands. In Germany, approximately 6 GW of coal-fired power plant capacities are commissioned over the outlook horizon. However, as illustrated in Table 3.1, the final investment decisions for these plants were made no later than 2008, dating back as far as 2006 for the plants in Hamm, Karlsruhe and Datteln. Commercial operations at the plants in Karlsruhe and Hamm started in mid-2014 and the remaining plants (with the exception of Datteln) are expected to commence commercial operations by 2015. In Turkey, there are approximately 30 GW of coal-fired power plants applying for a permit, but the capacity coming online will be significantly lower. In Greece, a new unit, capable of carbon capture and storage (CCS), has been proposed for the coal-fired plant at Ptolemaida. This CCS-ready unit will burn lignite of approximately 1 500 kcal/kg at a net efficiency of 41.5%.

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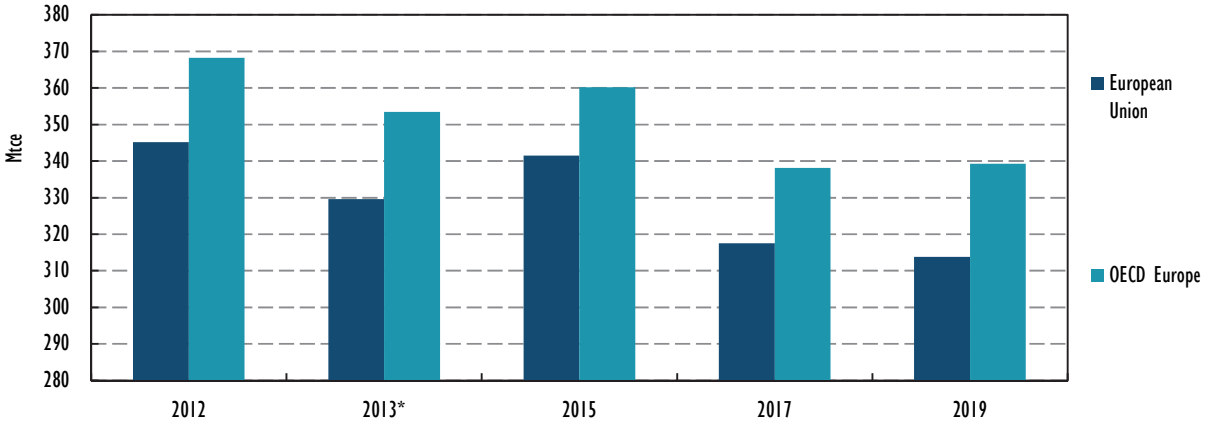
Table 3.1 Coal-fired power plant projects in Germany

Project/location	Fuel	Net generating capacity (MW)	Final invest decision	Start of construction	Probable start-up
Hamm	Thermal	765/765	2006	2008	2014/15
Karlsruhe	Thermal	842	2006	2008	2014
Moorburg	Thermal	830	2007	2007	2014
Wilhelmshaven	Thermal	731	2008	2008	2014
Moorburg	Thermal	830	2007	2007	2015
Mannheim	Thermal	843	2007	2010	2015
Datteln	Thermal	1 055	2006	2007	x

Demand growth in the European Union follows a similar pattern as in OECD Europe (see Figure 3.3). However, decreases over the outlook period in OECD Europe (-0.7% per year) will be slightly less pronounced than in the European Union (-0.8% per year), due to increasing energy needs in growing non-European Union member economies such as Turkey.

Figure 3.3 Thermal coal and lignite demand forecast for OECD Europe and the European Union



* Estimate.

In OECD Asia Oceania, thermal coal and lignite demand is forecast to increase by 0.7% per year, from 269 Mtce in 2013 to 281 Mtce in 2019. This development is mostly driven by moderate economic growth in Japan and Korea. In Japan, 1.6 GW of coal-fired capacity commenced commercial operations in 2013 and the Osaki plant (170 megawatts [MW]) is scheduled to start operations in 2017. Furthermore, new coal-fired power plants by Japan's independent power producers will also come online during the outlook period, totalling over 500 MW of new capacity. In Korea, increasing power demand in previous years has triggered strong investment activity in new coal-fired power plants and approximately 10 GW will come online by 2019. In an effort to reduce electricity demand and increase the use of gas, a tax on coal was introduced in July 2014 and tax rates for LNG in power generation were lowered. The coal tax will be USD 16.2/t for coals below 5 000 kcal/kg (net as received), and USD 18.1/t for coals above. These tax changes will likely shift buyers' behaviour more towards higher calorific coal within each of the two categories.

Met coal

OECD met coal consumption is forecast to grow at 0.4% per year, from 182 Mtce in 2013 to 187 Mtce at the end of the outlook period. While met coal consumption will increase in OECD Asia Oceania, consumption in OECD Europe remains flat, and is projected to decrease in OECD Americas.

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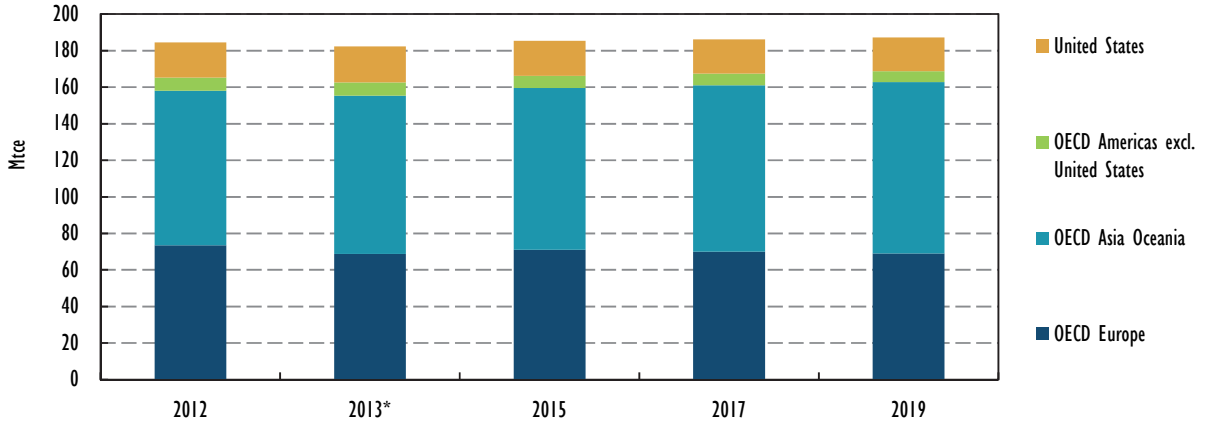
Met coal demand in the United States, which accounts for approximately 73% of met coal demand in OECD Americas, is projected to decrease by 2 Mtce (-1.0% per year) to 18 Mtce in 2019. This downward revision compared to IEA (2013a) mostly stems from a less optimistic economic outlook by the IMF in April 2014 compared to April 2013. Met coal demand in OECD Americas is projected to decrease further, by 1.5% on average per year to 25 Mtce in 2019.

Figure 3.4 Forecast of met coal demand for OECD member countries



* Estimate.

Met coal use in OECD Europe is projected to remain mostly flat over the outlook period. Increases in growing economies (for example in Turkey, which raised steel production by approximately 19% between 2010 and 2013) are offset by decreases in more mature economies (such as Poland or the United Kingdom) due to reductions in industrial output or efficiency gains.

OECD Asia Oceania is projected to increase met coal demand by 1.3% per year (+7 Mtce). Growth is led by developments in Japan (+6 Mtce), the second-largest met coal importer in the world. Korea, which has a large steel industry, will increase demand by 2 Mtce. Both countries are projected to benefit from economic growth over the outlook period.

Non-OECD coal demand forecast, 2014-19

Thermal coal and lignite

Thermal coal and lignite use in non-OECD countries will grow by 3.2% per year over the outlook horizon, from 3 531 Mtce in 2013 to 4 258 Mtce in 2019. Incremental thermal coal and lignite demand thus amounts to 727 Mtce, approximately 1.2 times the current demand in the United States.

Although power generation accounts for approximately 64% of thermal coal and lignite demand in non-OECD countries, significantly lower than in OECD economies (88%), power will largely drive coal demand increase in Asia and thereby non-OECD countries. Over two-thirds of the coal demand growth in India and the ASEAN countries will be for power generation. Other uses of coal include heating and cement and iron and steel industries.

Chinese thermal coal and lignite demand, which accounts for 68.6% of non-OECD demand in 2013, is projected to grow by 402 Mtce (+2.6% per year) to 2 824 Mtce by 2019. Growth will therefore slow significantly compared to the average growth of approximately 9% per year over the past ten years.

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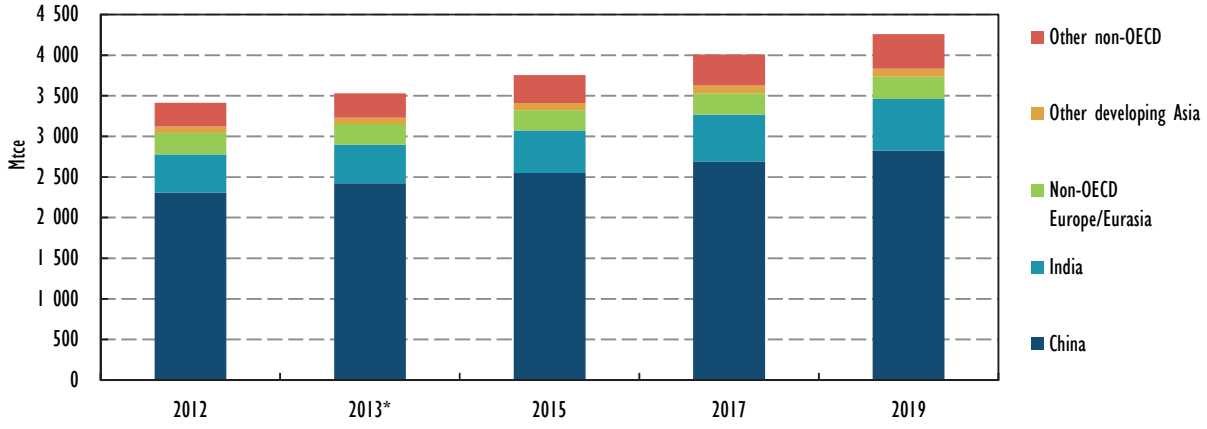
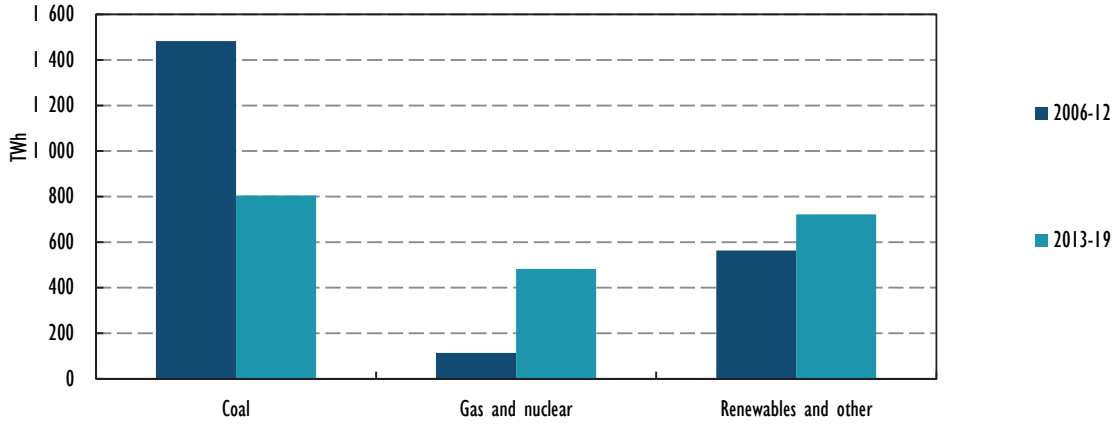
There are numerous reasons for this slowdown. Slowing economic growth – with China's economy projected to grow 7% per year – and a less energy intensive economy lead to a reduction in coal demand growth. In addition, Chinese energy policy is pushing for a diversification of its energy mix. Figure 3.6 illustrates this effort for diversification showing growth in electricity generation by fuel for the period 2006 to 2012 and the assumed growth for the outlook period of 2013 to 2019. Whereas growth in generation from coal will be significantly lower during the forecast period, growth in renewable energy, hydropower and nuclear/gas power generation will gain momentum. Additional non-coal generation in 2019 is assumed to be 1 200 TWh and gas demand to almost double during the outlook period.

Figure 3.5 Forecast of thermal coal and lignite demand for OECD non-member economies



* Estimate.

Figure 3.6 Electricity generation growth in China by fuel



Further coal policies and infrastructure investments in China, which are intended to fight the problem of growing pollution, might not lead to a decrease but could lead to an increase in coal demand. Examples are new-built ultra-high voltage lines linking large coal bases to large consumption centres (in which additional consumption is required to compensate transmission losses), the increased use of cleaning equipment (such as desulphurisation) in power plants or the potential role played by the coal conversion process to produce synthetic natural gas and liquid fuels.

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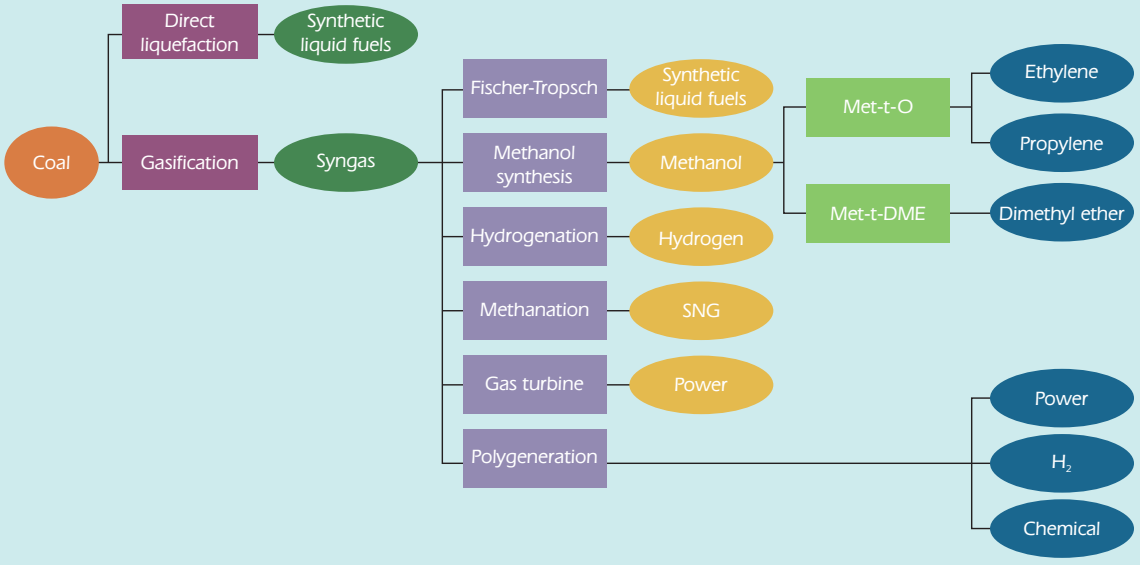
Box 3.2 Coal conversion processes

While coal gasification has been used in China for years to produce fertilisers and other chemicals, modern coal conversion includes a series of processes such as coal-to-chemicals, coal-to-gas, coal-to-liquids and other terms typically used to refer to the various processes shown in Figure 3.7 at a larger scale and in a cleaner way than it used to be. Most of these processes include coal gasification to obtain syngas, which can be used to produce electricity in a turbine (or combined cycle if another steam turbine is added) or to be transformed in a variety of products such as synthetic liquid fuels, hydrogen, synthetic natural gas, methanol and, of course, fertilisers, also an important application of coal gasification technology. Methanol can also be used directly or used to produce dimethyl ether, glycol and olefins, such as ethylene and propylene, intermediate products which can be inputs to produce plastic, fibres, and so forth. Therefore, coal conversion is extremely versatile, as the final product can be the syngas itself, synthetic natural gas (mostly methane), synthetic liquid fuels, or a great variety of chemicals, which can be further treated, or a combination of different outputs, which can include electricity. In the direct liquefaction process, however, synthetic liquid fuels are obtained directly without using syngas as intermediate product.

The two key factors to understand the economics of coal conversion are the concept of stranded coal and the evolution of competing fuel (oil and gas) prices. Stranded coal refers to coal with difficulties to be marketed due to high transportation costs, low quality or both. If stranded coal is low or very low in cost, such as for example in certain regions in China, it is perfectly suitable to be used as feedstock for coal conversion.

Figure 3.7 Coal conversion processes



Given that coal conversion produces materials otherwise coming from oil and gas (or even directly substituting natural gas), the prices of oil and gas are as important for coal conversion competitiveness as coal cost. Pre-feasibility studies for the first coal-to-liquid project in China were made in 1997, when oil price was below USD 20/bbl. Then, the break-even oil price of USD 40/bbl to USD 50/bbl seemed to make coal-to-liquid unfeasible. Today, profitability of coal conversion looks much brighter with current oil and gas prices.

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Box 3.2 Coal conversion processes (continued)

Another economic factor to be considered is capital. Upfront investments in coal conversion plants are significant. Investments depend upon the process, technology, design, capacity of the plant, and so forth, but a very simple rule of thumb is to consider USD 1/m^3 of synthetic natural gas (SNG) for coal-based natural gas and USD 2/kg to USD 3/kg of synthetic liquid fuel. In addition to the capital costs, this is important because availability of financing can be an issue. Moreover, the length of time required to build the plant adds risk and financial cost to the projects.

Further, the process is water intensive. First, any output has more hydrogen than coal, and water combines with the hydrogen for the process. In addition, most reactions are exothermic and use water for cooling. Finally, water is required for auxiliary purposes, such as cleaning, human use in the plant, and so forth. Although dry cooling and recycling can minimise requirements, water is absolutely necessary for the reaction to provide with the needed hydrogen. Depending on the process and design, it can require four, seven or more times the amount of water than the final output.

Modern coal conversion is sometimes considered a clean process, and this is true in terms of local pollutants, which are captured in the gasification process and cleaned. However, without CCS, CO_2 produced in the process and released to the environment can be a few times higher than using oil from a refinery or natural gas from a conventional field. On the other hand, the CO_2 stream is relatively pure, so costs of capture are reduced if applied to coal conversion processes.

Finally, some technical problems have been reported. Although gasification is not a new process, experience is limited, nothing comparable, for example, with accumulated experience in design, building and operation of pulverised coal plants.

Coal-to-liquids

Coal-to-liquids refer to the process in which synthetic diesel and gasoline are obtained from coal. They are based upon two different processes. Direct liquefaction is a process in which coal is dissolved in a solvent at high temperature and pressure followed by a catalysed hydrocracking of the dissolved coal with hydrogen gas.

The indirect liquefaction is based upon Fischer-Tropsch synthesis of syngas produced by coal gasification. The process was first developed by Germans in the early decades of the last century and then improved by Sasol in South Africa.

Coal-to-gas

To produce SNG (methane), syngas produced by coal gasification is subject to a water gas shift reaction in order to adjust the proportion of CO and hydrogen and then to the methanation reaction. Great Plains Synfuels plant in North Dakota is producing natural gas from lignite gasification at large scale.

Coal-to-chemicals

Coal-to-chemicals comprises a few processes which start with coal gasification to obtain syngas and after the methanol synthesis, methanol, which will be used for various purposes. Coal-to-olefins refer to the process to obtain ethylene and propylene, used to obtain polyethylene and polypropylene, inputs to produce many of the elements we use in the daily modern life, such as cables, synthetic fibres, diapers, films, carpets, plastic bottles, and so forth. Glycol and dimethyl ether are other chemicals that can be produced.

The *Medium-Term Coal Market Report 2013* emphasised that a growing driver of future coal demand in China will be coal conversion, as use of coal as a feedstock to produce synthetic fuels, SNG and chemicals will significantly increase in the coming years. The great potential of coal conversion and the currently ongoing activities (see "Regional Focus: China" in Chapter 1) oblige us to follow developments thoroughly.

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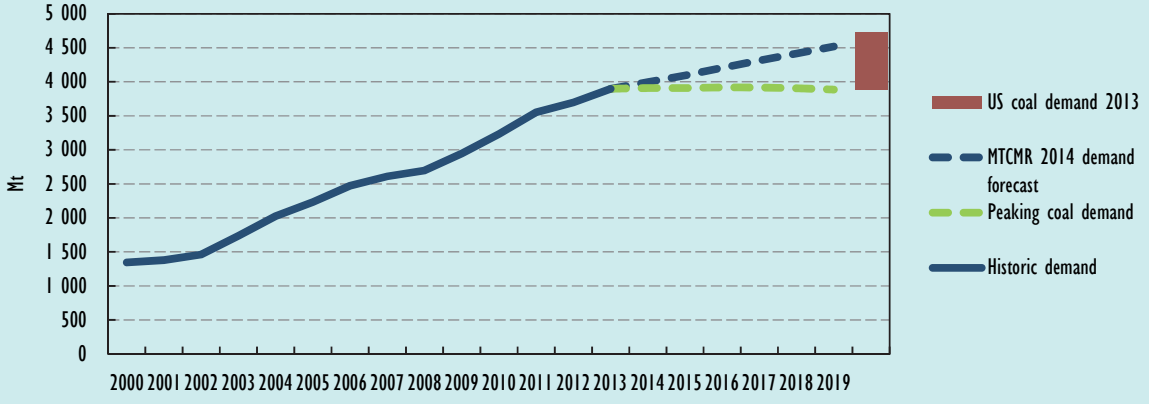
Given the call to reduce pollution in large Chinese cities and the lack of conventional resources in China, coal-to-gas developments can be an important element of the Chinese energy strategy. There are four plants that are expected to be operational by the end of the year, with a combined capacity of 14 bcm, although the first phase of these projects includes output of approximately 5 bcm, with expansions coming later.

However, given the uncertainties and challenges surrounding coal conversion -such as water,[2] technology, CO_2, capital; (see Box 3.2 for a discussion)-, forecast must be done cautiously. Back in the early years of this century, forecasts of annual 70 GW of new coal capacity in China seemed unbelievable based on the Western experience. However, those projections became true. Of course, coal conversion faces different and bigger challenges than coal power generation, but the magnitude of the plans obliges us to look at them closely. The list of projects planned, designed or under construction implies 1 billion tonnes of coal per year to be converted. This figure represents the potential ceiling as of today. But in order to make a realistic forecast we need to consider that some of the projects will be delayed, postponed or cancelled. After a meticulous analysis of individual projects, estimated growth of annual coal demand for conversion by 2019 is 225 Mt, of which almost half are projects to produce SNG (≈ 40 bcm), with close to 50 Mtpa to replace oil (≈ 10 Mt) and the balance for coal-to-chemicals. As noted last year, this figure is likely to be significantly revised in the future.

Box 3.3 Peak coal in China? Not yet

For decades, Chinese coal consumption has had only one direction: upwards. During the last 30 years, annual coal use in China decreased only twice, most recently in 1997. Given the orientation of Chinese policy to diversify the power system beyond coal and the current emphasis on air quality, the question is whether the trend will stop soon, resulting in a peak or at least a plateau in coal demand during the outlook period.

Figure 3.8 Forecasted coal demand in China, 2013-19, and peak coal scenario



The basis of the outlook for Chinese coal demand is an annual GDP growth averaging 7%. But GDP decouples from, or outpaces, electricity growth by 1.4 percentage points per year. At the same time, demand rises 2.3% per year in the non-power sector and gas use nearly doubles. The outlook also counts on 1 200 terawatt hours (TWh) of new non-coal power generation from gas, nuclear and renewable energy through 2019 – thus assuming 110 GW of new hydro capacity, or approximately one Three Gorges Dam per year; 110 GW of new wind, about the currently installed capacity in Europe; and 80 GW of new solar photovoltaic (PV), more than Europe's present installed capacity.

[2] Water is a curtailing factor in some arid areas in China and also, if water is priced, economics might change.

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Box 3.3 Peak coal in China? Not yet (continued)

But can coal peak within the 2019 horizon? We find that it is possible, but only if one of the circumstances below happens:

- GDP growth slows to 3% from 2015 onwards, less than half of the assumed 7% per year. Since 1978, the lowest growth rate in China was 3.8% in 1990; or
- GDP and electricity growth decouple by 4.5 percentage points per year. But from 1980 to 2010 the maximum five-year annual average for this rate was 1.4 points in Japan. In China the annual average over the last five years was 0.4 points; or
- China produces 2 500 TWh of additional power generation from gas, nuclear or renewable power. This extra output is equivalent to four times global wind generation or 18 times global solar PV generation in 2013. To generate 2 500 TWh with modern gas power plants, China would have to raise natural gas consumption by 250%. Alternatively, China would have to commission 300 nuclear reactors in addition to the about 30 already expected over the outlook period; or
- China cuts non-power coal demand at a 2.9% annual rate. This would be equivalent to reducing non-power coal demand in 2019 by 360 Mt from 2013 and does not consider China's plans to expand its coal-to-gas conversion programme. Substituting natural gas for 360 Mt of coal would more than double current Chinese gas demand.

Of course, a combination of more moderate versions of these scenarios would also produce peak coal. For instance:

- Either non-power coal demand remains constant but China adds 1 900 TWh of additional power generation from gas, nuclear or renewable power; or
- GDP and electricity growth decouple by three percentage points per year with an additional 1 900 TWh of power generation from gas, nuclear or renewable power; or
- GDP grows 5% per year from 2015 combined with constant non-power coal demand, while GDP and electricity growth decouple by a 1.7% annual rate; or
- 5% GDP growth from 2015 combines instead with an additional 1 500 TWh of power generation from gas, nuclear or renewable power – and GDP and electricity growth decouple by 2.5 percentage points per year.

Because this calculation is a static analysis, it does not consider the effect of variations on other factors – which makes the prerequisites for coal demand to peak in China even harder to achieve. If, for example, GDP growth were to decrease significantly, it is not clear whether the assumed primary energy diversification of power generation through renewable power, nuclear or gas would still be achieved. Experience in Europe shows that in a crisis, subsidies to renewable power are among the choices for cuts in spending.

This exercise shows that peaking coal demand in China within this decade necessitates either a significantly lower GDP growth or dramatic changes concerning power generation or energy intensity in the economy. While past performance is no guarantee of future results, neither development has been observed, -nothing even close-, in recent history.

Power generation in India

The power sector is the key driver for thermal coal and lignite demand in India. It accounts for approximately 78% of Indian thermal coal and lignite demand. Approximately 70% of power generated in India came from coal in 2012. Annual GDP growth of 6.4% over the outlook period and the electrification of highly populated areas with poor or no electricity access at all and power to fuel economic growth will trigger

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increased power demand. Even though India's Planning Commission targets a diversification of the power supply mix, coal will remain the primary fuel for power generation in India. According to the 12th Five-Year-Plan (FYP), 63 GW of new coal-fired power plants are to be built until 2017, at least 50% of which will be supercritical. Table 3.2 lists India's 16 Ultra Mega Power Projects (UMPPs). Under this plan, India aspires to build 16 supercritical coal-fired power plants, each with a capacity of approximately 4 GW. Four of these plants have been awarded to developers in the first phase of the programme and another two projects are currently in the bid evaluation stage. However, in line with previous difficulties in realising previous energy policy targets, India's UMPP projects have faced delays despite attempts to fasten approvals.

Therefore, taking into account India's poor track record in realising its energy policy targets, improved fuel efficiency and that some of the new plants will substitute older coal-fired power plants, Indian thermal coal and lignite demand in the power sector is projected to grow by 4.7% per year, from 372 Mtce in 2013 to 491 Mtce in 2019. Overall thermal coal and lignite demand in India is forecast to grow by 4.9% per year, from 477 Mtce in 2013 to 635 Mtce in 2019. India will thereby surpass the United States as the second-largest thermal coal and lignite consumer in the world.

Table 3.2 UMPP projects in India

State	Project name	Owner	Capacity (MW)	Coal source	Status
Gujarat	Mundra UMPP	Tata Power	4 000	Imported	Units 1 and 5 in operation
Madhya Pradesh	Sasan UMPP	Reliance Power	3 960	Domestic	Unit1 to 6 in operation
Andhra Pradesh	Krishnapattnam UMPP	Reliance Power	3 960	Imported	Delayed, tariff issue
Jharkhand	Tilaiya UMPP	Reliance Power	3 960	Domestic	Land acquisition, initial civil work
Orissa	Sundargarh UMPP	Not awarded	4 000	Domestic	Bid evaluation
Tamil Nadu	Cheyyur UMPP	Not awarded	4 000	Imported	Bid evaluation
Andhra Pradesh	Nayunipalli UMPP	Not awarded	4 000	Imported	Pre-RFQ stage
Karnataka	Kamataka UMPP	Not awarded	4 000	Imported	Deferred, site not finalised
Maharashtra	Sindhudurg UMPP	Not awarded	4 000	Imported	Deferred, site not finalised
Jharkhand	Deoghar UMPP	Not awarded	4 000	Domestic	Proposed
Orissa	Sakhigopal UMPP	Not awarded	4 000	Imported	Proposed
Orissa	Ghogarpalli UMPP	Not awarded	4 000	Domestic	Proposed
Bihar	Bihar UMPP	Not awarded	4 000	Domestic	Location not finalised
Tamil Nadu	Tamil Nadu UMPP 2	Not awarded	4 000	Not finalised	Location not finalised
Gujarat	Gujarat UMPP 2	Not awarded	4 000	Not finalised	Location Not finalised
Chhattisgarh	Surguja UMPP	Not awarded	4 000	Domestic	Scrapped – forest, land issue

Source: Salva Report India (2014), *Salva Report India,* accessed February 2014, https://salvareport.com/.

In ASEAN countries, thermal coal and lignite demand is expected to grow by 79 Mtce, making it the fastest-growing country group (+8.3% per year) as increasing electrification will spur power demand in the region. Increasing power generation from coal prevails in all countries and over 30 GW of new

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coal-fired power plant capacities are projected to be commissioned (see also Box 3.4 for an in depth view on the developments in Malaysia). The forecasted demand growth in other developing Asian markets is comparably more moderate at 3.9% per year.

Demand in Africa and the Middle East as well as in Latin America will grow at approximately 4% per year, equivalent to a combined increase in the two regions by 43 Mtce. South Africa is the main driver for developments in Africa and the Middle East. Eskom, the local electric public utility is building coal-fired power plants in Kusile and Medupi with a combined capacity of 9.6 GW. Both plants are expected to be operational by the end of the outlook horizon, thereby raising South Africa's coal demand. The first 800 MW of the Medupi power plant are projected to start operations in late 2014 and, once completely finished, Medupi is expected to be the largest dry-cooled coal-fired power plant in the world. Mild growth of 1.4% per year is projected for non-OECD Europe/Eurasia countries for the outlook period; demand will reach 274 Mtce in 2019.

Box 3.4 Malaysia: A gas exporting country building coal plants

Currently, Malaysia's* power generation industry is heavily dominated by fossil fuels. Oil dominated the country's fuel mix before natural gas took over in the early 1990s as the main fuel and has since led the fuel mix in the power generation, particularly throughout the 2000s, a period that saw its highest share of close to 80% in 2001. The country's exceptionally low regulated domestic price for natural gas contributes to this situation. The domestic natural gas price for power was capped at MYR 13.7/MBtu (approximately USD 4.5/MBtu), which is less than one-third of the amount industry players pay in the region (Asian spot prices).

Table 3.3 New generation projects in Malaysia by 2019 (as of August 2014)

Project	Fuel	Installed capacity (MW)	Major stakeholders	Target online
Manjung IV	Coal	1 010	Tenaga Nasional Berhad (TNB)	2015*
CBPS Repowering	Natural gas	343	TNB	2015
Hulu Terengganu	Hydro	250	TNB	2015
Hulu Terengganu (Tembat)	Hydro	15	TNB	2016
Ulu Jelai	Hydro	372	TNB	2015-16
Tanjung Bin Energy	Coal	1 000	Malakoff	2016
Track 1 (TNB Prai CCGT)	Natural gas	1 071	TNB	2016
Pengerang Co-Generation	Natural gas	400	Petronas	2017
Track 3A (Manjung)	Coal	1 000	TNB	2017
Additional Chenderoh	Hydro	12	TNB	2018
Track 3B (Jimah)	Coal	2 000	1MDB, Mitsui	2018-19
Total		**7 473**		

* Actually, Manjung IV was synchronised to the Malaysian grid in October 2014.

Source: Based upon data from Malaysia's Energy Commission.

However, the low levels of natural gas prices are no longer sustainable, as the country, a major natural gas exporter, began importing LNG in 2013 to address declining domestic production and increasing demand for natural gas. The domestic price for natural gas was increased in early 2014 by 11% to MYR 15.2/MBtu (about USD 5/MBtu) and further upward revisions are anticipated that will bring the natural gas price to market level. Besides, any additional demand that is fulfilled through LNG import will not be entitled for subsidy and will be based upon market prices instead.

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Box 3.4 Malaysia: A gas exporting country building coal plants (continued)

With natural gas becoming more expensive as a result of the subsidy removal, the move to increase coal's share in the country's fuel mix makes sense economically, which is also in line with the current trend in Asia of turning to coal as the preferred fuel. Coal's positive impact on TNB's financial performance is already felt – Malaysia's largest electric utility company, TNB, attributed the company's higher profit in 2013 to reduction in coal prices as the average coal price purchased by the company in 2013 was USD 83.60 per tonne, 20% lower compared to USD 103.60 per tonne in the year before. The move towards coal is also part of the government's fuel diversification initiative to reduce the country's over-reliance on oil and natural gas under its 2010's New Energy Policy.

From 11 new power plants to be built in Malaysia by 2019, four of them will be coal-fired plants with a total capacity of 5 010 MW. These represent two-thirds of the total new capacity, which sees coal surpassing natural gas as the preferred fuel from 47% of the fuel mix in 2013 to 64% by the end of the forecast period. Nevertheless, the move towards coal may be seen as backward progress towards a greener environment and counterproductive to Malaysia's effort to reduce its carbon footprint. In 2009, Malaysia pledged to reduce its greenhouse gas (GHG) emissions intensity of GDP by up to 40% by the year 2020 compared to 2005 levels, although this is conditional upon receiving the transfer of technology and finance of adequate and effective levels (MYCarbon, 2012). However, it is worth noting that all new coal power plants to be built in the country will employ supercritical and ultra-supercritical technology, which is up to 20% more efficient and produces up to 40% less carbon dioxide than conventional subcritical ones.

* Malaysia is made up of Peninsular Malaysia, and Sarawak and Sabah in Borneo. However, as the electricity consumption in Peninsula is 90% of the country's total consumption and most of the electricity planning by Malaysia's Energy Commission is focused on Peninsula, this section presents the electricity outlook for Peninsular Malaysia rather than the country as a whole.

Met coal

Non-OECD economies account for the vast majority of global met coal demand (79.5% in 2013). Their share will grow to 81.1% by 2019, as 95.0% of global incremental met coal demand will come from non-OECD countries. Non-OECD met coal demand will total 802 Mtce in 2019, up from 708 Mtce in 2013 (+2.1% average growth per year).

Accounting for 61.8% of global met coal use in 2013, China is by far the largest met-coal-consuming country in the world. Met coal consumption grew strongly over the last five years (+9.1% average per year) driven by strong demand for steel, cement and other building material. Even though this general trend is projected to continue, its pace will slow substantially to an average growth of 2.0% per year by 2019. However, despite this projected slowdown, China will still account for 69.9% of global incremental met coal demand in 2019. Met coal use is projected to grow by 69 Mtce, mostly driven by continued increases in steel production, totalling 619 Mtce in 2019.

The iron and steel industry is the largest non-power coal consumer in China. Even though not directly influencing our demand forecast, driven by actual iron production rather than by capacity, it is worth looking at the current overcapacities in these industries. Related to this situation, China's Ministry of Industry and Information Technology released a regional plan in June 2014 that envisaged total capacity reductions in China's steel sector in 2014 of 30 million tonnes per year (Mtpa). These reductions will most likely not be enough to curb overcapacities, as approximately 24 blast furnaces, with a combined capacity of 35 Mtpa, are expected to start operations in 2014. Hebei province, whose reduction targets are even higher than the ones proposed by the ministry, aims to achieve its goals by imposing environmental restrictions, limiting overall production and encouraging merger and acquisitions in the industry.

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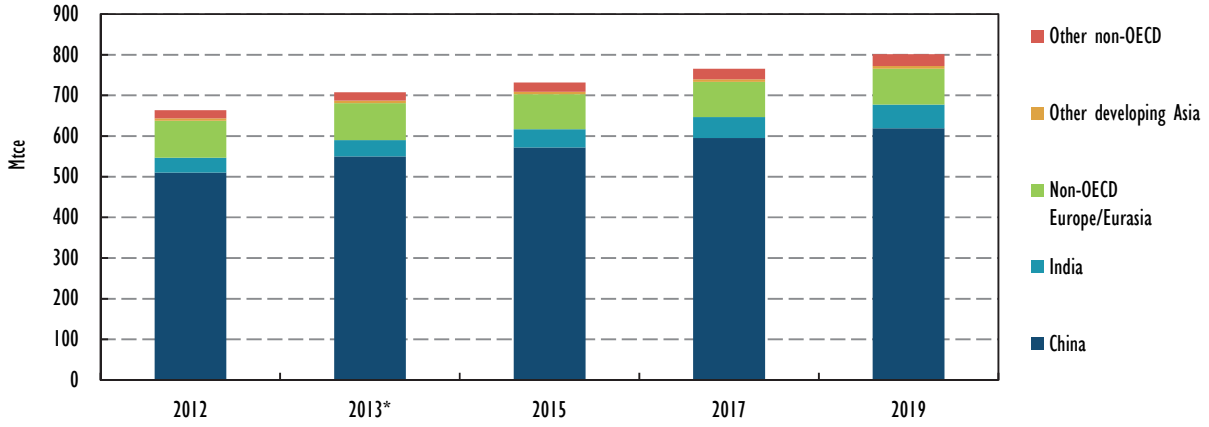
India is the fourth-largest steel producer and second-largest cement producer in the world. Even though rated comparably inefficient in these industries, India's efficiency gains will be moderate in the medium term. Driven by strong economic growth, met coal demand in India will increase by 18 Mtce (+6.4% per year), to 58 Mtce in 2019.

In relative terms, growth in Latin America is strong. Met coal demand in the region grows by almost 9% per year, from 14 Mtce in 2013 to a projected 24 Mtce in 2019, mostly driven by Brazil. Strong economic growth and huge deposits of high-quality iron ore will spur crude steel production and hence met coal demand in the country.

Met coal demand in non-OECD Europe/Eurasia, the second-largest consuming region among non-OECD countries, will decrease slightly over the outlook period. Total met coal demand in the region is projected to amount to 88 Mtce in 2019, down from 91 Mtce in 2013. Demand in Africa and the Middle East as well as other Asia and ASEAN countries is not projected to increase substantially during the outlook period.

Figure 3.9 Forecast of met coal demand for OECD non-member economies



* Estimate.

Global coal supply forecast

Global coal supply is forecast to grow by 752 Mtce (+2.1% per year on average), from 5 709 Mtce in 2013 to 6 462 Mtce in 2019. Over 90% of incremental coal supplies come from non-OECD countries (+686 Mtce), most notably China (+443 Mtce) and India (+74 Mtce). Coal supplies in OECD countries increase by 67 Mtce, with the bulk of incremental volumes coming from OECD Asia Oceania. Coal production in OECD Europe and OECD Americas will decrease over the outlook period, continuing their recent downward trends.

Thermal coal and lignite supply forecast, 2014-19

Thermal coal and lignite production is forecast to amount to 5 472 Mtce in 2019, up from 4 810 Mtce in 2013. Total incremental mining activity is 663 Mtce, equivalent to an average 2.2% growth per year. Incremental thermal coal and lignite volumes account for 88.1% of overall incremental coal production until 2019, thereby raising the share of thermal coal and lignite in the global coal supply to 84.7%. Non-OECD countries contribute the bulk (+617 Mtce) of incremental supplies. Increasing

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supply in OECD countries (+46 Mtce) mainly comes from OECD Asia Oceania. Supplies from OECD Americas will decline, driven by developments in the United States. Coal production in OECD Europe slightly increases, from 197 Mtce in 2013 to 204 Mtce in 2019.

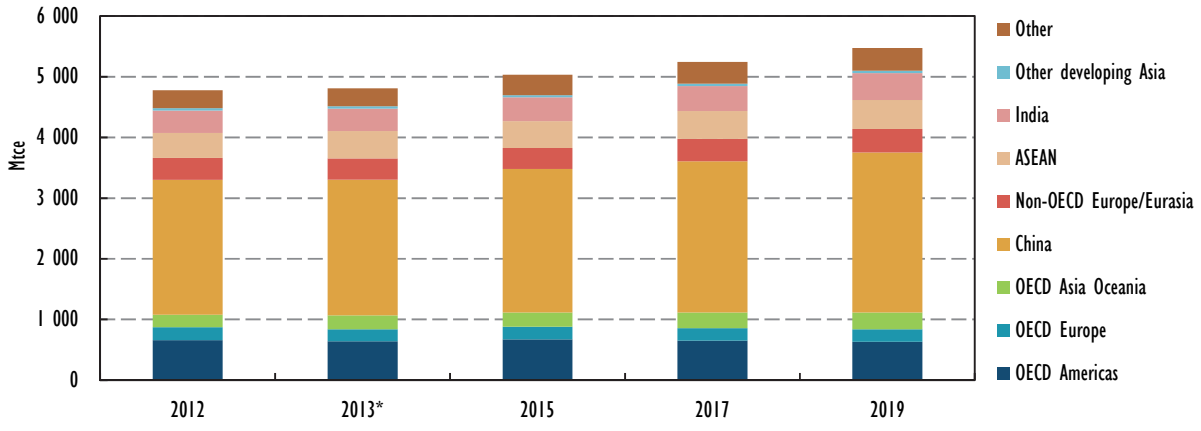
Thermal coal and lignite production in the United States, the largest producer in the OECD, will continue its decline. Its production is forecast to amount to 587 Mtce in 2019, down 23 Mtce from 610 Mtce in 2013. Production in Australia, the second-largest producer in the OECD will grow by 66 Mtce, thus contributing to most incremental volumes in the OECD.

China will remain the world's biggest thermal coal and lignite producer in 2019. Recent and ongoing closures of small mines in China (such as in the Sichuan province) are more than offset by higher efficiency in big mining projects. In 2013, 2 237 Mtce of thermal coal and lignite were mined in China, approximately 47% of global production. This share will increase to 48% by 2019: incremental supplies in China are forecast to amount to 404 Mtce, equivalent to 61% of incremental global supply, thereby raising Chinese production to 2 641 Mtce.

Supplies from India are projected to grow on average by 3.0% per year, totalling 444 Mtce in 2019. Strong hopes lie on the newly elected government to improve on the situation in India's coal mining sector. The measures taken by the government and their impact on coal production are however not yet fully clear. Among others, the government has announced plans to increase efficiency in the coal-mining sector and even a potential split of Coal India Limited (CIL), India's biggest coal producer, has been discussed.

Coal production in ASEAN countries amounts to 478 Mtce in 2019, an increase of 30 Mtce (+1.1% per year) from 2013. Growth in the ASEAN country group is mainly driven by developments in Indonesia, which will become the world's third-largest coal producer by 2019, surpassing India. Production in Africa and the Middle East is projected to increase by 3.3% per year on average, mainly driven by increasing production in South Africa. Growth in export capacity in Colombia will spur thermal coal and lignite supplies in Latin America (+5.4% per year on average). Although Mongolia is not a big thermal coal player, production could be triggered if the memorandum of understanding signed to produce 16 bcm of coal-based SNG for export to China is developed. However, our projections do not consider this likely to occur during the outlook period.

Figure 3.10 Forecast of thermal coal and lignite supply



* Estimate.

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Met coal supply forecast, 2014-19

Global met coal production is projected to increase from 900 Mtce in 2013 to 989 Mtce in 2019, corresponding to an average annual growth rate of 1.6%. Non-OECD countries will remain the main driver of met coal production in the world (+1.8% average growth per year), accounting for more than 75% of incremental supply and almost 70% of global supply in 2019.

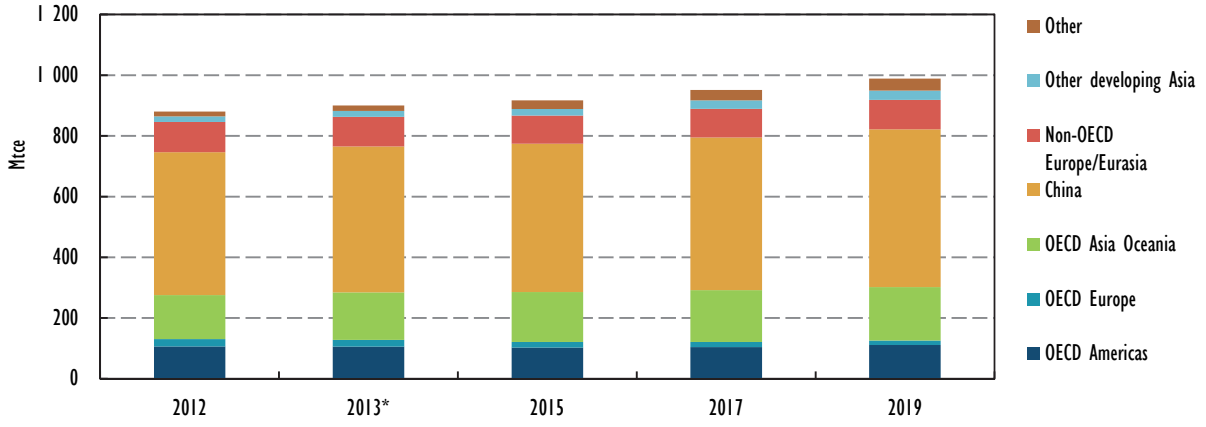
China is by far the largest met coal producer in the world (481 Mtce), accounting for more than half of global met coal supplied in 2013. Incremental volumes over the outlook horizon amount to 39 Mtce, corresponding to an average annual growth rate of 1.3%. Chinese met coal production, which will rise to 520 Mtce in 2019, will mostly serve domestic demand.

In India, met coal statistics are generally difficult to interpret. Not all coals classified as coking coal are suitable to produce coke to be used in metallurgical processes because of quality issues, and are therefore used in steam and heat making. Met coal supplies in India used for met coal processes are projected to increase on average by 4.8% per year, totalling 8 Mtce in 2019.

Relative growth will be strong in most other non-OECD regions. Supply growth in Africa and the Middle East (+14.0% per year on average) and Latin America (+23.2% per year on average) even exceeding the 10% mark. Incremental volumes in ASEAN countries and other developing Asian countries amount to 12 Mtce. Concerning the highly debated market of Mozambique, although the potential is there, we do not project significant incremental volumes entering the market given recent issues, particularly related to infrastructure development. Current low price levels contribute to the problem. However, future forecasts might revise this and further scrutiny of this market is needed.

Production in OECD countries will grow by 21 Mtce (+1.2% per year on average) to 305 Mtce in 2019. Virtually all growth in OECD member countries comes from Australia, the biggest met coal exporter in the world. Other main exporting countries, Canada and the United States, are forecast to slightly raise met coal output over the outlook horizon. Supply in OECD Europe declines mainly due to the phase-out of domestic production in Germany by 2018.

Figure 3.11 Forecast of met coal supply



* Estimate.

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Box 3.5 Coal-related CO_2 emissions can only rise in the medium term

Overall CO_2 emissions from fuel combustion have risen by approximately 2.4% since the beginning of the 2000s, to 31.7 $GtCO_2$ in 2012. Coal-related CO_2 emissions over the same time horizon have grown more rapidly by an average of 3.6% per year to 13.9 $GtCO_2$ in 2012. Consequently, coal's share in overall CO_2 emissions from fuel combustion has risen steadily from approximately 38.1% in 2000 to approximately 43.8% in 2012. Non-OECD countries, specifically China, accounted for almost the entire growth: coal-related CO_2 emissions decreased in OECD countries (-0.8% per year) compared to a steady increase in non-OECD countries by approximately 6.4% per year.

Non-OECD countries accounted for the vast majority, approximately 72%, of coal-related CO_2 emissions in 2012. China alone accounted for almost half of global coal-related CO_2 emissions in 2012. Despite gains in efficiency through the increased use of ultra-supercritical technology, with global coal consumption projected to increase by on average 2.1% per year over the outlook period, coal-related CO_2 emissions are projected to rise as well. CCS is not projected to play a significant role for CO_2 emissions reduction over the outlook period. Non-OECD countries, which drive global coal demand growth, will also be the driver of future CO_2 emissions as OECD countries continue on their downward trajectory (Figure 3.12).

Figure 3.12 Coal-related CO_2 emissions of OECD member countries versus OECD non-member countries, 2000-19

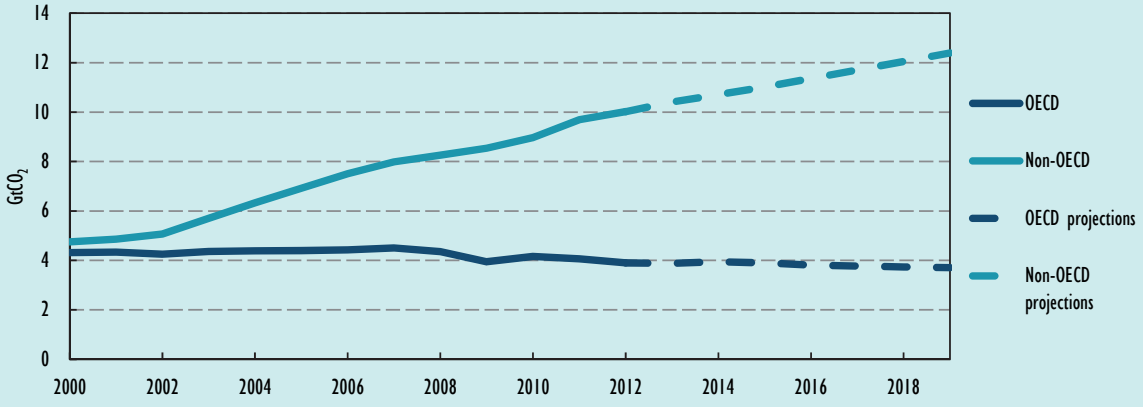
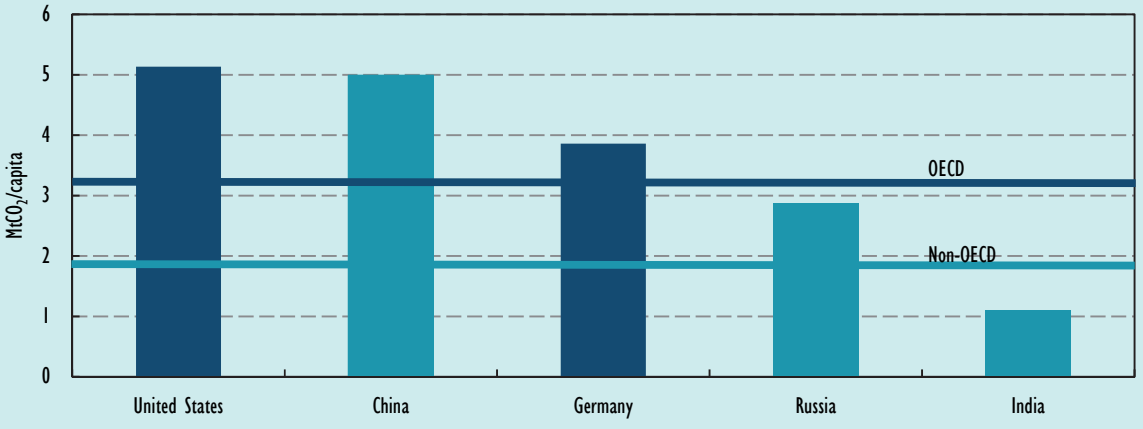


Figure 3.13 Coal-related CO_2 emissions per capita of selected countries and regions, 2012



Source: IEA analysis based on IMF (2014), *World Economic Outlook* database, April 2014, Washington, D.C., www.imf.org.

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Box 3.5 Coal-related CO_2 emissions can only rise in the medium term (continued)

When examining per capita CO_2 emissions from coal, the picture is more evenly distributed (Figure 3.13). Global per capita emissions are approximately 2.1 $MtCO_2$ in 2012. This compares to 5.0 $MtCO_2$ in China and 5.1 $MtCO_2$ per capita in the United States, the two largest emitting countries in the world. Per capita emissions in the two countries have converged towards each other in the last years, reaching almost the same levels in 2012. Similarly, coal-related emissions per capita from OECD and non-OECD countries approached since 2000 as well and are projected to continue this trend over the outlook period.

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4. MEDIUM-TERM FORECAST OF SEABORNE COAL TRADE

Summary

- **International seaborne hard coal trade is forecast to grow on average by 3.1% per year (+212 million tonnes of coal-equivalent, Mtce), from 1 039 Mtce in 2013 to 1 251 Mtce by 2019.** Based upon this forecast, seaborne thermal coal trade will provide the biggest spark and grow by 164 Mtce (+3.2% on average per year) to 950 Mtce. Seaborne met coal trade is projected to grow by 48 Mtce (+3.0% per year), totalling 301 Mtce by 2019.

- **The OECD country group, a net importer of oil and gas, is forecast to become a net exporter of coal by 2019.** This is mainly caused by decreasing demand in OECD Europe and OECD Americas as well as increasing production (and exports) from OECD Asia Oceania. Australia will become the world's largest coal exporter (measured by energy content) by 2019.

- **The shift in international coal trade to the Pacific Basin will continue.** Imports by India are projected to grow by 103 Mtce (+9.7% per year) until 2019, accounting for almost half of the growth in international seaborne trade. Chinese imports are projected to slow and peak in 2017. Compared to 2013, Chinese seaborne imports will have increased by 10 Mtce (+0.7% per year) by 2019.

- **Australia and Indonesia will supply the bulk of incremental thermal coal exports (approximately 60%).** Australia is projected to significantly increase thermal coal exports by 5.0% per year (+55 Mtce) to 2019. Indonesian thermal coal export growth will slow over the outlook period, averaging 2.0% per year (+42 Mtce until 2019).

- **More than 40% of incremental seaborne met coal exports come from Australia.** Australian met coal exports are projected to increase by 21 Mtce (+2.2% per year), totalling 171 Mtce by 2019.

Methodology and assumptions

The *Medium-Term Coal Market Report 2014* (*MTCMR 2014*) uses spatial equilibrium models to derive medium-term projections of international thermal[1] and met coal[2] trade. These models estimate trade flows between exporting and importing countries until 2019, based upon assumptions regarding the future development of coal demand, transport and production costs as well as mining and infrastructure capacities.

The simulation models include the major coal mining regions and demand hubs, and feature detailed datasets on mining and transport costs, as well as port, railway and mine capacities. Expansions of mine and infrastructure capacities are derived from detailed project lists. Different coal qualities are distinguished by type (thermal or met coal) and energy content. The evolution of mining costs is projected using assumptions based upon the price developments of input factors such as diesel fuel, steel products or labour force. Productivity gains are assumed to be lower than increases in infrastructure and mining costs due to input price escalations and deteriorating geological conditions. It is further assumed that the main policies regarding coal, such as climate policies, export quotas, taxes and royalties, stay constant during the outlook period unless changes have been firmly committed.

[1] For more details see previous editions of this report. A detailed model description is provided in Paulus and Trüby (2011).
[2] For further details, please refer to Trüby (2013).

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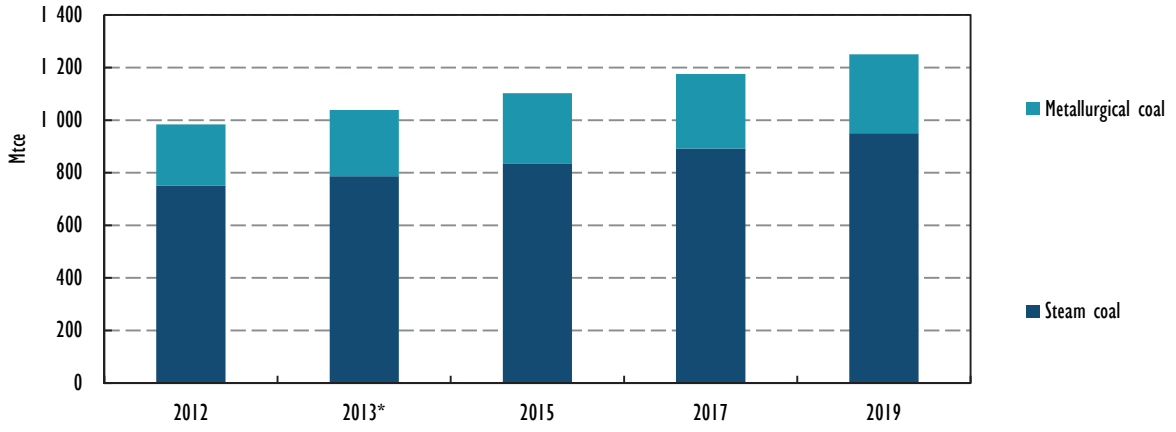
Seaborne trade

Seaborne hard coal trade is forecast to grow by 212 Mtce (+3.1% per year), from 1 039 Mtce in 2013 to 1 251 Mtce by 2019. Most incremental volumes come from thermal coal (+164 Mtce), which accounts for approximately three-quarters of the global seaborne coal trade. The seaborne market for met coal will grow by 48 Mtce, totalling 301 Mtce by 2019.

The OECD country group will become a net exporter of hard coal by 2019. This is mainly caused by decreasing demand in OECD Europe and OECD Americas as well as increasing production (and exports) from OECD Asia Oceania. Australia will become the world's largest coal exporter by 2019 when measured in energy content.

Regarding OECD non-member countries, net hard coal imports in India will rise from 139 Mtce in 2013 to 242 Mtce by 2019, causing India to become the second-largest coal importer, surpassing Japan and approaching Chinese import levels. Net hard coal imports in China will peak in 2017 and decline slightly thereafter until 2019. Demand growth in Association of Southeast Asian Nations (ASEAN) countries will lead to rising net imports, despite an increase in Indonesian production and exports. Net exports from Latin America (in particular Colombia) are projected to rise significantly over the outlook period.

Figure 4.1 Development of the international seaborne steam and metallurgical coal trade



* Estimate.

Seaborne thermal coal trade forecast, 2014-19

Seaborne thermal coal trade is forecast to grow by 3.2% per year over the outlook period, from 787 Mtce in 2013 to 950 Mtce by 2019. The share of seaborne thermal coal trade in global thermal coal consumption will remain relatively low at 18.4%. Hence, most global consumption will still be domestically produced. Increasing imports to the Pacific Basin and, in particular, to Asian countries account for almost the entire growth in seaborne thermal coal trade.

India will become the largest thermal coal importer by 2019, surpassing China. Its imports will rise on average by 10.7% per year from 104 Mtce in 2013 to 191 Mtce by 2019. This development is primarily caused by a strong increase in thermal coal demand (+4.9% per year) and a domestic coal production that cannot keep pace (+2.9% per year). However, the balance of domestic production and demand growth has to be monitored carefully in coming years. The newly elected government has

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announced plans to raise production at Indian coal mines and accelerate commissioning processes for new power plants. Which of these developments outweighs the other will significantly affect future import demand in India.

Box 4.1 China's low quality coal ban: Killing or triggering imports?

After many rumours and announcements during the past years, on 1 January 2015 a new regulation restricting some coal qualities will come into force. This regulation, called "Interim Measures on the Management of Commercial Coal Quality", and still subject to definitive interpretation, is summarised in Table 4.1.

Table 4.1 Restrictions of low quality coal in China

	Coal type	Min CV (kcal/kg NAR)	Max ash (%)	Max sulphur (%)
General restriction for coal sales	Lignite		30	1.5
	Other coal		40	3
Coal to be transported > 600 km	Lignite	3 941	20	1
	Other coal	4 300	30	2
***San mei* in selected areas**	All		16	1

Note: kcal/kg = kilocalories per kilogramme.

This table requires some clarification. First of all, as mentioned in Footnote 1 of Chapter 1, this report follows International Energy Agency (IEA) statistics, in which all the coal consumed in China is classified as hard coal. However, a significant share of Chinese consumption is actually lignite. Likewise, all Indonesian thermal exports are classified as hard coal, but a portion is lignite, as mentioned in Footnote 1 of Chapter 2. Moreover, the term *san mei* mentioned in the regulation is still subject to debate. In principle, we presume that it refers to coal for residential heating. Even if this ban applies also to some small industries, it seems that it will not be applied to power generators. The selected area in which coal for heating is restricted to less than 16% ash content and 1% sulphur are Beijing-Taijin-Hebei Delta, Yanztze River Delta and Pearl River Delta.

This regulation will impact both domestic and international markets. In principle, the price gap between low and high calorific value coal should widen, favouring other low calorific coal importers such as India and incentivising washing. Traders with blending facilities could receive benefits from this deal.

Australian exporters should not be significantly affected. Despite a portion of their exports containing higher ash than 16%, this should not impact Australian exporters if restrictions in the three Delta regions are not to be applied to power generation. In 2013, the three Delta regions imported 140 million tonnes (Mt).

Initially, Indonesia seems to be most negatively affected by the restrictions. However, most Indonesian coal has low or very low sulphur content. Additionally, ash limits seem to be compatible with most Indonesian coal exports. The calorific value limit seems to be a barrier for both lignite and sub-bituminous coal exports as well as sulphur for some mines in East Kalimantan. However, if bans in the three Delta regions are not applied to power generation, the main impact will be to hamper transport of this coal beyond more than 600 km, with limited effect.

Further clarification of this rule by the Chinese government is expected. In the interim, this rule should be assessed together with other policy measures adopted by the Chinese government, for example, for a new import tax for coal (of which Indonesian coal is exempted due to the free trade agreement) and the directives sent to the big companies to cut both production and imports in 2014.

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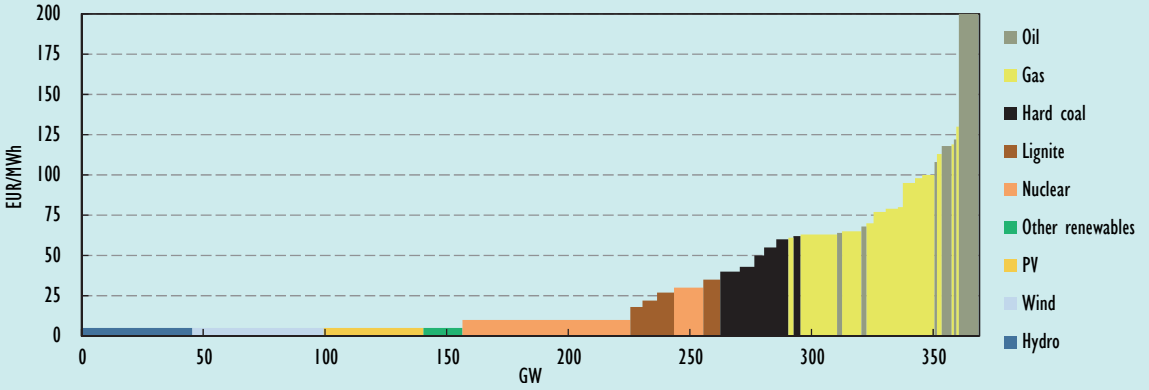
Box 4.2 Is coal the medicine to cure the Russian gas disease?

Although the fears of a potential disruption of Russian gas exports to Europe have eased for the moment, it is worth analysing the role that coal could play in this scenario as well as the potential impact of such a disruption on the coal markets.

Whereas in Europe thermal coal is mainly used to produce electricity, natural gas is used roughly equally for residential, commercial, industry and power. In principle, coal can only replace gas in producing power, so this first limitation is obvious. However, in 2013 gas demand for power generation in OECD Europe was 139 bcm, amounting to 28% of total gas demand in the region. This represents more than 80% of Russian gas exports to OECD Europe.

Figure 4.2 shows the electricity supply curve for the central system for Germany, France, the Netherlands, Belgium, Luxembourg and Switzerland, where markets are well-interconnected and integrated. Even if other regions have a different power mix, these observations on the coal-to-gas competition are largely valid in other regions. The supply curve shows renewables and nuclear being dispatched first, then lignite, followed by hard coal and gas, with very little overlapping between hard coal and gas plants.

Figure 4.2 Approximate North West European merit order that decides the power plant dispatch



Source: IEA (2014a), *The Impact of Global Coal Supply on Worldwide Electricity Prices*, OECD/IEA, Paris.

Gas used in co-generation is dispatched first, but in view of the chart, CCGTs are mainly dispatched when most of the coal is running, in cases of either peak demand or low renewable generation (actually, it is a combination of both, together with the unavailability of nuclear and lignite which largely defines the thermal gap). Therefore, even though hard coal plants in Europe are running far from full load factors, their potential to replace gas is limited. Moreover, the significant available coal generation capacity in places like Spain is of little use due to the lack of sufficient interconnection with France.

Consequently, while some additional coal could come to market in Europe in case of a gas supply disruption, coal could not substantially replace Russian gas. Nevertheless, coal is indeed important for the security of electricity supply in Europe, especially on a windless, cold and dark winter day when gas imports to Europe have become scarce.

Chinese imports will decrease from 191 Mtce in 2013 to 186 Mtce by 2019, after peaking in 2017 at 199 Mtce. This development can be explained by Chinese coal buying behaviour: China traditionally arbitrages between buying coal from the international markets and consuming domestic coal. Low prices for seaborne thermal coal in previous years spurred Chinese coal imports. Current forward prices do not suggest significantly rising prices, indicating that China will continue importing coal at large levels in the medium term. However, a new railway infrastructure that might increase railway capacity

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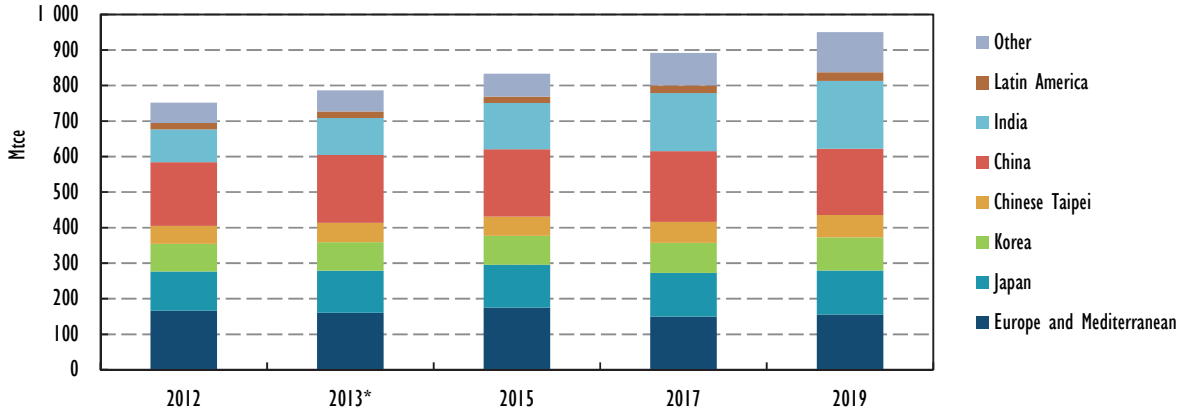
to 3 billion tonnes (Bt) by 2020 according to Chinese plans, such as the two railway line projects, Caofeidian port/Hebei in Inner Mongolia and Rizhao port/Shangdon in Shanxi, and efficiency gains in Chinese mining will drive domestic prices further downward at the end of the outlook period. This will lead to rising domestic coal consumption in China and reduce import requirements. However, Chinese policies will be pivotal for defining import levels, as they can modify the competition between domestic and international coal in the East Coast of China, which is essential to defining prices and import volumes.

Declining demand for thermal coal in most parts of Europe will reduce import need. Thermal coal imports to Europe and the Mediterranean will slightly drop from 160 Mtce in 2013 to 155 Mtce by 2019. Lower domestic coal supplies in several European countries, most prominently the United Kingdom and Germany, as well as increasing domestic demand in Turkey soften the drop in imports.

Korea and Japan rely on imports to meet their thermal coal demand. Thermal coal imports to Japan will rise moderately by 0.7% per year reaching 124 Mtce by 2019. Imports to Korea will grow by 2.4% per year until 2019 spurred by increasing electricity demand and the commissioning of approximately 10 gigawatts (GW) of new coal-fired power plant capacity. Seaborne imports to Korea will amount to 93 Mtce by 2019. Imports to Chinese Taipei will grow by 2.5% per year on average, reaching 63 Mtce by 2019.

Increasing coal-fired electricity generation will push import demand in countries such as Malaysia, Thailand, Viet Nam and the Philippines. Imports to ASEAN countries are therefore projected to grow significantly over the outlook period. Viet Nam will become a net importer by 2017. ASEAN countries are subsumed under the country group “Other” in Figure 4.3, together with several smaller importers and the United States.

Figure 4.3 Seaborne thermal coal imports



* Estimate.

Indonesia will remain the world’s largest thermal coal exporter, with a market share of approximately 40% in 2019. A decline in the calorific value of their exports is expected. Although Indonesian exports will increasingly come from mines farther away from their seaports, Indonesian exports will remain in the lower cost range of the global supply curve. Compared to the average annual growth rate over the past ten years (+18.1%), exports will increase by only 2.0% per year, reaching 379 Mtce by 2019. Regarding the absolute increase, Indonesia will contribute approximately one-forth of all incremental thermal coal exports. Indonesian exports will benefit in particular from the surge in import demand in India.

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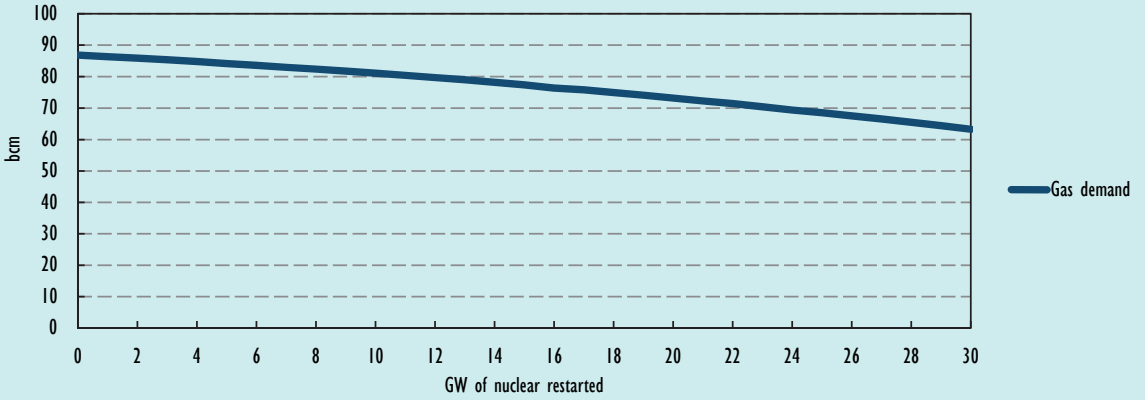
Box 4.3 Impact of Japanese nukes on coal? Maybe in Europe!

In April 2014, the government of Japan launched the first energy strategy following the Fukushima nuclear accident resulting from the earthquake of 2011. In this new strategic energy plan, which sets basic policies for the next 20 years, the cabinet positioned nuclear power as one of the key "base-load power sources," abandoning the zero-nuclear goal of the previous administration. The aim of the government is to promote restarting nuclear reactors, if they pass the new regulatory requirements based upon the standards established by the Nuclear Regulation Authority following the Fukushima nuclear accidents. By doing so, the Japanese government hopes to recover a lower-cost, stable power supply system. Based upon the new standards, ten electricity companies have applied for a safety review of 20 reactors in 13 nuclear complexes as of October 2014.

Figure 4.4 Gas demand for power vs. nuclear plants



The shutdown of all reactors over the past three years has led to an increase in Japanese import of liquefied natural gas (LNG), raising the price of LNG in Asian spot markets. In 2012, LNG imports marked a record high of 87.3 Mt compared to 70 Mt in 2010. A new record was again set in 2013 with LNG imports marking 87.5 million. Nevertheless, LNG import growth has notably slowed over the past year (see IEA, 2014b).

While LNG is more expensive than coal and price differentials will remain despite the foreseen progressive decrease of Asian gas prices, the IEA projects that LNG will be partially displaced by the return of nuclear power, along with Japan's limited oil-fired power generation. A simple dispatching model for Japan confirms the basic logic that on average every terawatt hour (TWh) of nuclear will replace two-thirds of gas and one-third of oil power generation.

The restart of nuclear power plants in Japan would lead to a relaxation of the global LNG market, freeing up gas volumes that could be diverted to other parts of the world such as Europe and displace some coal. In the past, European LNG imports approximately halved on an aggregate basis compared to 2011, reaching 46 billion cubic metres (bcm) in 2013 due to low gas demand surrounding the Eurozone crisis, European countries favouring cheaper sources of gas such as Russia and low coal prices.

In summary, when Japanese nuclear plants restart, the impact upon coal demand will be stronger in Europe than in Japan. Coal plants in Japan will run at full load in any case, whereas lower demand for gas in Japan can push LNG prices down causing natural gas to displace some coal in Europe.

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A number of coal policies have been discussed and/or introduced in Indonesia in past years. The main purpose of these policies is to secure supplies for domestic demand, expand the range of coal resources and ensure coal revenues for the state. One policy, for example, is an announced production cap which will prove difficult to implement: after a new mining law in Indonesia was passed in 2009, the authority to issue mining licences has been decentralised to local governments, and many licences have been issued to small producers. These producers have been producing rapidly over the past few years, and are not always accountable to the central government. Last year, the central government claimed that over 70 Mt of coal were produced illegally. Some portion of that coal appears to have been produced by those small mines.

Another policy that has been discussed is a ban on low calorific coal exports. As revenues for the government from low calorific coal are low, Indonesian authorities seek to increase revenues from coal by pushing producers to upgrade coal before export. However, as a commercial coal upgrading technology does not exist, the implementation of this regulation has been delayed.

A change in foreign ownership divestment has also been proposed, potentially requiring foreigners that own coal concessions to divest the ownership of their investment. This would most likely reduce interest from foreign investors on large projects. A raise of royalties for IUP[3] mines from the existing 3 to 7% of revenue to 13.5% of revenue has been discussed as well. Coal Contracts of Work (CCoWs) and Coal Cooperation Agreements (CCAs) are already required to pay royalties at the rate of 13.5% of revenue, while IUP royalties are lower and based upon the type of coal sold.

The Indonesian government is now also putting effort into controlling exports. As of October 2014, new export licenses had been introduced which were required for all coal exports. Issuing these licenses requires the payment of outstanding royalties, among other requirements, and as some miners did not obtain the licences in time, this change led to some delays in coal deliveries. These coal policy developments must be closely monitored, as they might have significant impact on Indonesian coal supply and lead to revisions in trade projections in the future. Box 4.4 provides an analysis on the effect of the realisation of a production cap in Indonesia.

In absolute terms, Australian exports will grow the strongest over the outlook period (+55 Mtce), up from 160 Mtce in 2013 reaching 215 Mtce by 2019. Australia will thus strengthen its position as the second-largest thermal coal exporter. Exports will benefit from new infrastructure and mining projects that either have already started or are about to start operations. However, several mining operations are facing challenges due to escalating costs and low coal prices. Consequently, we do not expect a full rollout of the Galilee and Surat Basins by 2019. However, a full development of these basins has the potential to meet any demand, no matter how big it can be (see Chapter 5).

Russia is traditionally a high-cost supplier due to high inland transport distances and associated transport costs. Its coal will therefore be partially eased out of the European market by increasing competition from exporters from Colombia and the United States. Fostered by a rise in Asian import demand and infrastructure extensions in Russia's Far East, the trend of increasing Russian exports to the Pacific market will continue. Overall, Russian exports will rise from 96 Mtce in 2013 to 114 Mtce by 2019.

[3] There are three main types of coal mining licenses in Indonesia; Coal Co-operation Agreements (CCA), Coal Contracts of Work (CCoW) and Izin Usaha Pertambagan licenses (IUP).

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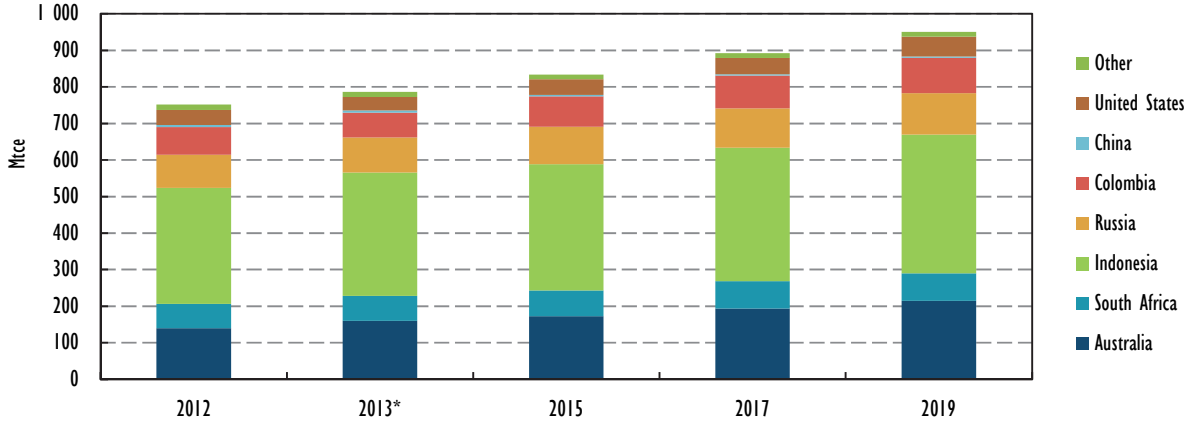
New mining capacity and export infrastructure will boost Colombian thermal coal exports. Colombia benefits from low production costs and high-quality coal that will increasingly come from mines further inland. Colombian exports are projected to grow at the second highest rate among the major exporters. Colombian exports will grow at 6.2% per year, from 68 Mtce in 2013 to 97 Mtce by 2019. The main export destinations will be Europe, the Mediterranean and Latin America.

South African coal exports have been limited by a lack of sufficient infrastructure in the past. New infrastructure projects surrounding the Richards Bay Coal Terminal (railway connections and port extensions) will lead to an increase in South African exports to 75 Mtce by 2019, up from 69 Mtce in 2013. This increase in exports will be limited by rising domestic demand. Exports will shift more and more towards the Pacific Basin, following price signals.

The United States, like Russia, is a swing supplier to the seaborne thermal market, and exports from the United States are generally at the upper end of the supply curve, except competitive coal from the Illinois and the Powder River Basin (PRB). In our analysis, we do not project significant export volumes from the PRB over the outlook period, partially due to opposition regarding the necessary infrastructure expansions. However, declining domestic coal consumption in the United States will free coal volumes that can serve the export market. Thermal coal exports from the United States are therefore projected to increase, reaching 55 Mtce by 2019.

A new mining project is expected to start operations in the Lublin Basin in Poland and will strengthen exports from Poland towards the end of the outlook period. The new mine will be very close to the Bogdanka mine, which is one of the lowest-cost mines in the seaborne market (USD 43/t). The characteristics of the coal and the seam of the new mine should prove similar to the Bogdanka mine, so with more modern equipment, coal might be exploited at mining cash costs of USD 37/t. The mine will benefit from existing rail and port infrastructure. Until now, the last mine to be commissioned in Poland was in 1984. However, investment conditions in Poland are positive, with a 19% corporate tax, government support, royalties of USD 1.2/t and a skilled labour force available.

Figure 4.5 Seaborne thermal coal exports



* Estimate.

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Box 4.4 Capping production in Indonesia, shaking world coal trade

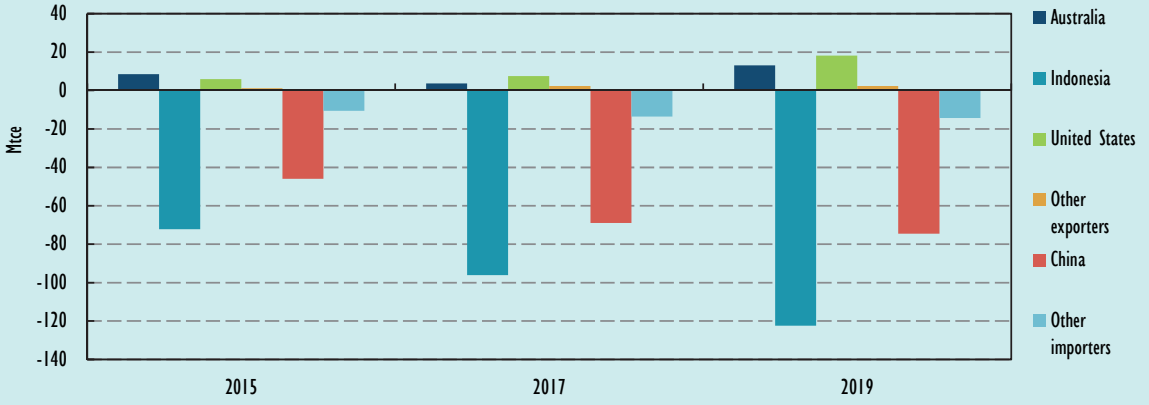
Indonesia has been the world's biggest thermal coal exporter since 2005, and during the past ten years the country increased exports by a factor of 5. In 2013, Indonesia exported 423 Mt and produced 486 Mt of thermal coal. Indonesian reserves are limited, and the government wants to preserve some for the future. This concern, combined with current oversupply in global coal trade and plummeting prices, encouraged the Indonesian Ministry of Mineral and Energy Resources to aim at limiting coal production. For the year 2014, the government announced a production cap of 400 Mt, although 420 Mt and other tonnages were also discussed. The forecast of the report is based on increasing production and exports in Indonesia. This Box analyses the impact of a cap on global trade.

The overall production limit is, however, difficult to realise for the government for at least two reasons: First, a substantial amount of Indonesian coal production comes from illegal mining. The Indonesian Coal Mining Association has estimated these volumes to be approximately 74 Mt in 2013. Second, it is not clear if the government is able or willing to sanction mining companies if their production exceeds the target. Current Indonesian production numbers underline the difficulties: For the first five months of 2014, official data shows that production has already increased by 4.5% year-on-year. However, it is still unknown how the Indonesian government will react if companies exceed their production limit. Sanctions or the withdrawing of licenses are currently in the discussion as well as simply doing nothing.

No matter how the government reacts, international coal markets should scrutinise developments concerning a production cap in Indonesia. Therefore we have calculated the effect that the enforcement of the output limit of 400 Mt (including successful measures against illegal mining) by 2015 would have on global coal trade.

Figure 4.6 illustrates the effects of a production cap on thermal coal imports and exports. The figure shows the differences compared to the trade forecast from this report. Notably, Indonesian exports are highly and immediately affected, as they are more than 60 Mtce lower due to the production cap. The effect of a cap increases over time until 2019, as this report's market outlook expects both increasing production and demand in Indonesia. Lower Indonesian exports are primarily compensated by higher domestic production in China (+43 Mtce by 2019), higher exports in particular by the United States (+18 Mtce) and Australia (+13 Mtce) and slightly less coal consumption due to higher international coal prices. In China, for example, prices increase by 6% by 2019, which causes a demand reduction of 30 Mtce. Although Indonesian coal is almost entirely sold to Asian countries, price reactions are expected globally due to arbitrage connections between the different world regions.

Figure 4.6 Effects of Indonesian production cap on global thermal coal exporters and importers



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Seaborne met coal trade forecast, 2014-19

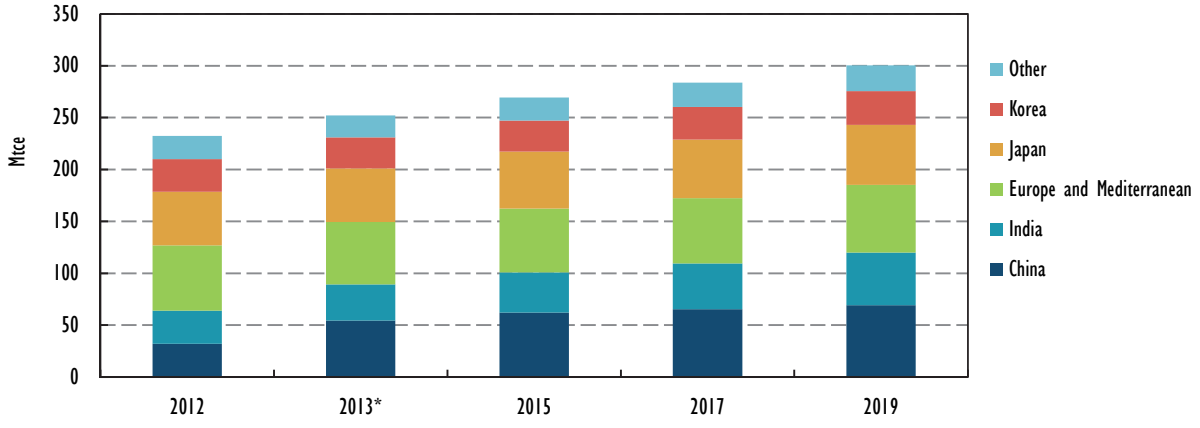
Seaborne met coal trade will increase from 252 Mtce in 2013 to 301 Mtce by 2019, growing on average 3.0% per year. Import demand will rise in both the Atlantic and the Pacific Basin, however most significantly in Asian countries. As growth in seaborne trade will be stronger than demand growth, the share of seaborne trade in met coal demand will increase, from 28% in 2013 to 30% in 2019.

China is the largest met coal consumer and importer in the world. Its seaborne imports will grow by 4.1% per year, from 55 Mtce in 2013 to 69 Mtce by 2019. In addition to its seaborne imports, China will continue to import significant volumes from Mongolia via overland transport. Mongolia is the world's largest overland met coal exporter, and its exports to Chinese markets are highly cost-competitive. Free-on-board (FOB) costs in Mongolia typically range between USD 40/t and USD 65/t. Exports from Mongolia to China are projected to increase by 13 Mtce, totalling 30 Mtce by 2019. A boost for exports will be the new 267 km rail line from Ukhaa Khudag mine to the Gashuum Sukhail border by 2015, significantly reducing transportation costs. Shenhua Group, the largest Chinese producer, will buy 1 Bt over the next 20 years in accordance with recent announcements.

Japan, Korea and Chinese Taipei are dependent upon imports, as none of these countries has a domestic met coal production. Import demand growth in these countries is primarily caused by economic growth and demand in the steel sector. Economic growth outlook by the International Monetary Fund (IMF) is mostly positive for the outlook period. Consequently, all three countries will see moderate import growth until 2019. Japan, the world's largest seaborne met coal importer in 2012, will increase imports by 1.8% per year, from 52 Mtce in 2013 to 58 Mtce by 2019. Imports to Korea and Chinese Taipei are projected to increase by 1.5% and 1.3% per year respectively.

Projected import growth for India, which has limited high-quality met coal reserves, is the highest among all major importing countries. Spurred by strong economic growth, imports to India will increase by 6.5% per year, from 35 Mtce in 2013 to 51 Mtce by 2019. Incremental volumes amount to 16 Mtce and are the highest among all countries.

Figure 4.7 Seaborne met coal imports



* Estimate.

Imports to the Atlantic Basin are also projected to increase over the outlook period. Imports to Latin America are projected to grow by 1.9% per year to 14 Mtce by 2019, led primarily by Brazil. Its local steel

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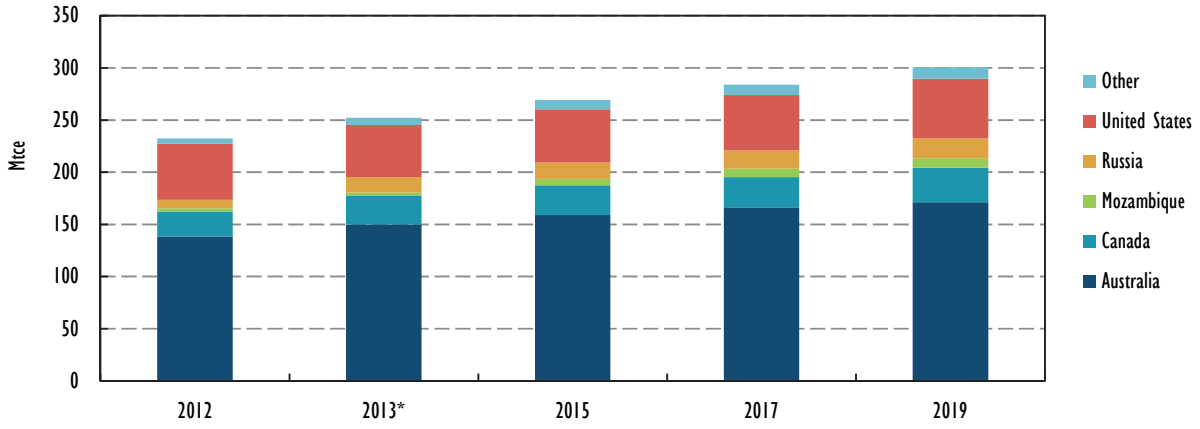
industry benefits from Brazil's cost-competitive, high-quality iron ore reserves. Diminishing domestic production in Europe and rising demand in growing countries such as Turkey will lead to modest import growth (+1.4% per year) in Europe and the Mediterranean, with imports in 2019 amounting to 65 Mtce.

Seaborne met coal supply sources remain highly concentrated, both on a country and company level. Australia, Canada and the United States account for approximately 90% of the 2013 global seaborne met coal market. This share will drop slightly to 87% by 2019. On the company level, five companies together (BHP Billiton, Rio Tinto, Glencore, Anglo American and Peabody Energy's Australian operations) controlled more than 50% of seaborne met coal export capacity (Lorenczik, 2014). In the past, seaborne metallurgical trade has been primarily marketed through long-term contracts. Recently, a shift towards a more spot-based trade can be identified, and this trend is likely to persist during the outlook period.

Australia is the largest met coal exporter in the world, accounting for almost 60% of the global seaborne trade in 2013. High prices in previous years have spurred investment activity. These mines are now becoming operational to serve the seaborne market. Australian producers are on the upper end of the supply curve and face the risk of escalating operation costs. Given recent low prices for met coal, some Australian met coal producers have been reported to be producing at a loss (see also analysis in Chapter 2). With some mines facing closure and investment projects being delayed, Australian export growth projection is less bullish than in previous editions of this report. Australian met coal exports are projected to grow by 2.2% per year on average, from 150 Mtce in 2013 to 171 Mtce by 2019.

The United States will maintain its status as the second-largest met coal exporter. Despite Appalachian met coal (the only source for met coal exports from the United States) being typically high-cost, exports are projected to increase by 2.2% per year, totalling 57 Mtce by 2019. Exports will mostly serve markets in Europe, the Mediterranean and Latin America (Brazil).

Figure 4.8 Seaborne met coal exports



* Estimate.

Canadian exports are primarily directed towards the Pacific Basin. Recent infrastructure projects on Canada's west coast (see Chapter 5) will allow Canadian exports to grow by 3.4% per year, reaching 33 Mtce by 2019. Incremental Russian met coal exports will mostly serve the demand centres in the Pacific Basin (for example China and other Asian countries) and the new export infrastructure in Russia's Far East and new mining capacity (such as Mechel's Elga mine) will spur exports. Russian exports are projected to grow by 4.1% per year, totalling 19 Mtce by 2019.

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Even though Mozambique achieves the highest growth rate of all major exporting countries (+18.2% per year), we do not project any significant volumes from the country until 2019. Exports are projected to reach 9 Mtce by 2019, up from 3 Mtce in 2013. Infrastructure problems have been the bottleneck for exports from Mozambique in the past, and currently all exports are shipped through the Sena railway line or overland via truck. These infrastructure problems are projected to ease in the time period through the outlook horizon (see Chapter 5).

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5. EXPORT CAPACITY INVESTMENT OUTLOOK

Summary

- **The coal industry is currently undergoing significant changes moving from a period of pronounced investment activity to a period in which these capacities enter production.** Decreasing prices for both thermal and metallurgical coal (met coal) in 2013 as well as the perception of an oversupplied market have led investors to delay, postpone or cancel several mining and infrastructure projects.

- **Probable new export mining capacities amount to approximately 100 million tonnes per year (Mtpa) by 2019.** The largest capacity additions are projected for Australia, which accounts for approximately two-fifths of global probable mine additions over the outlook period.

- **Potential export mining capacity amounts to more than 400 Mtpa by 2019.** The likelihood of realisation varies significantly between projects. While projects in Indonesia are more likely to be realised, projects in the Galilee and Surat basins of Australia face high levels of uncertainty.

- **Worldwide port handling capacity is projected to increase by approximately 270 Mtpa by 2019.** However, coal transport infrastructure to ports, specifically railway infrastructure, remains a key requirement for increasing exports, future utilisation of ports and the realisation of mining projects.

Investment in export mining capacity

Investments in export mining capacity typically have a lead time of several years. Therefore, analysing export mining projects currently in the planning or construction phase allows us to estimate the development of export mining capacity in the coming years.

Within our methodology, we distinguish between probable and potential expansion projects. Those whose current status is either "approved", "committed", or "under construction" have been classified as probable additions. Less advanced projects whose current status is either "feasibility study", "environmental impact study" or "awaiting approval" have been classified as potential additions, which have been based upon estimates for countries where detailed project lists were not available. Projects classified as "potential" face uncertainty as to whether they will be able to come online over the outlook period, or be realised at all for reasons such as insufficient financial funding or environmental constraints.

Additionally, potential projects can be delayed for years. In the current situation of oversupplied markets and low prices, many potential projects are simply not profitable enough to be realised. Currently, all Indonesian capacity additions are classified as potential due to limited information on specific projects. Further, for many probable and potential projects, the targeted mine capacity is rarely reached in the start-up year, as achieving full capacity might take a few years. We assume ramp up time to range between two to six years.

In general, the timing and volume of mining capacity entering the market depend on various factors: First, the size of the resource base is a crucial factor in determining project capacity. Second, current and expected demand and price levels, as well as the country's expected position in the supply cost curve, are decisive to project profitability. Third, export mine projects stand or fail with the availability of export infrastructure, for example seaports and inland transports. Delays in the construction or

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expansion of infrastructure may substantially hamper the realisation of a mining project. Additionally, future regulatory frameworks, public opposition or political risks are key investor uncertainties affecting the likelihood of a project's realisation and economic success. Finally, access to capital, in particular for greenfield projects requiring new infrastructure, can be a critical issue: strategic foreign direct investment remains significant to investment activity over the outlook horizon with, for example, Chinese and Indian firms continuing to invest in coal projects worldwide.

New export mining capacity classified as "probable" amounts to slightly more than 100 Mtpa over the outlook period (see Figure 5.1). Around two-fifths of capacity additions are projected to be in Australia, which will increase both thermal and met coal capacity. Colombia and Russia are also projected to add export mining capacity by 2019. Additional volumes in Mozambique and South Africa, even though classified "probable", are subject to higher levels of uncertainty, as they require substantial export infrastructure additions.

Figure 5.1 Cumulative probable expansion of hard coal export mining capacity, 2015-19

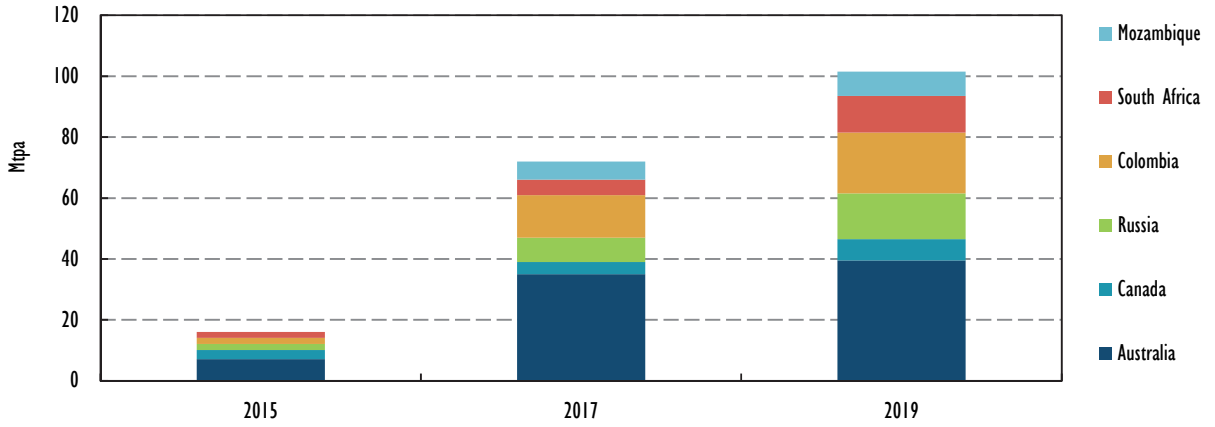
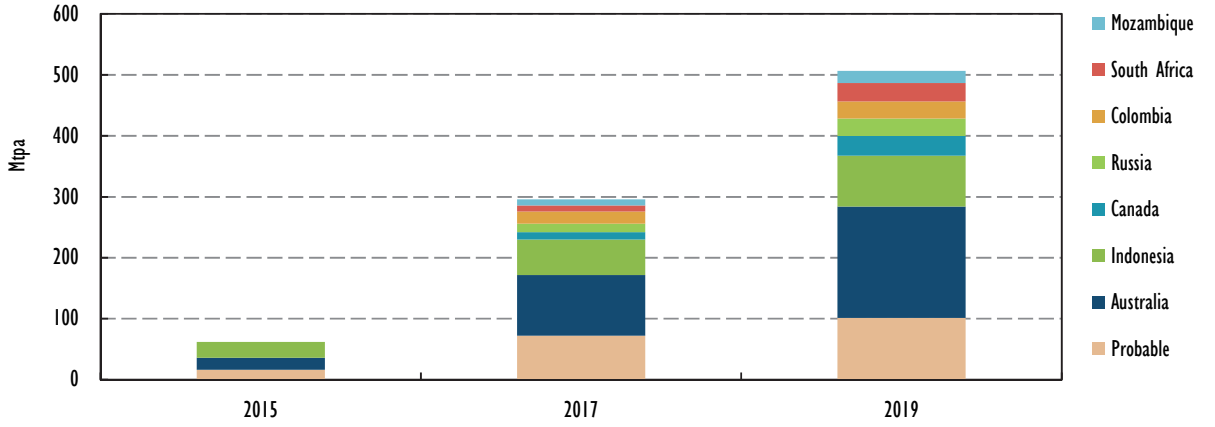


Figure 5.2 Cumulative probable and potential expansion of hard coal export mining capacity, 2015-19



Potential export mining additions to 2019 are assumed to be slightly above 400 Mtpa. However, this does not imply that these projects will be brought online over the outlook horizon. Some of them will be delayed, postponed or cancelled. Nevertheless, some potential mines are assumed to come online over the outlook period, in particular in Indonesia, which is projected to increase export capacity.

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Box 5.1 Carbon capture and storage: Taking off?

As noted elsewhere, coal use in its current form is unsustainable. Coal-fired heat and power generation is the largest single source of carbon dioxide (CO_2) emissions resulting from fuel combustion today. In this year's report, we are including for the first time an update on the progress of the only technology available currently to significantly reduce emissions from coal combustion: carbon capture and storage (CCS).

2014 is an appropriate year to include CCS. A CO_2 capture plant at the Boundary Dam coal-fired power plant in Canada entered operation this year, reducing the emissions rate to 130 kilogrammes per megawatt hours (kg/MWh), easily meeting the regulatory performance standard of 420 kg/MWh. In July 2014, the Petra Nova Carbon Capture Project took a final investment decision to retrofit 250 megawatts (MW) of a coal-fired power plant in Texas with CO_2 capture. In 2015, the 590 MW Kemper County integrated gasification combined-cycle coal plant in Mississippi will commence operation with an emissions rate matching a natural gas combined-cycle plant.

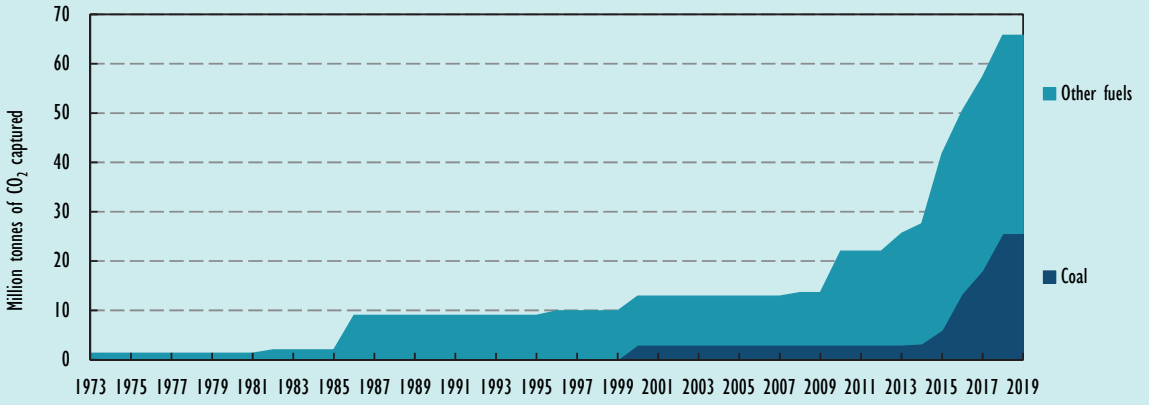
CCS: A pollution control technology for CO_2

The first step in CCS is the capture of CO_2 from a large pollution source (a power plant or an industrial facility). The captured CO_2 must then be transported to a suitable storage site, where it is injected and monitored to ensure that it will not escape into the atmosphere.

Around 20 million tonnes (Mt) of CO_2 are currently captured per year from fossil fuel use, mostly from natural gas (Figure 5.3). However, projects that use coal are projected to increase sharply in number through 2020. Projects based upon coal-fired power are under development in Canada, China, the United States and the UK. But CCS is not only a technology for the power sector: CCS projects to mitigate the significant levels of emissions from coal-to-gas, coal-to-liquids, coal-to-chemicals and blast furnaces are also under development.

While pipeline transport of CO_2 (and similar fluids) is widely practiced, particularly in the United States, identification and development of storage sites can be costly and time consuming. Not all locations are universally suitable for CO_2 storage. There are currently approximately 6 000 kilometres (km) of CO_2 pipelines in the United States. 5 Mt of CO_2 per year is currently safely stored in on-shore and off-shore aquifers as well as depleted gas fields and oil reservoirs. In oil-producing regions, CO_2 can be a commodity for enhanced oil recovery (EOR), and most of today's CO_2 capture projects sell the CO_2 for use in EOR.

Figure 5.3 Cumulative CO_2 captured from production and use of different fuels



Note: This chart represents large-scale projects integrated with geological CO_2 injection defined in accordance with Global CCS Institute Status of CCS Project Database. Projects not operational by 2014 have been included if they have reached an advanced stage of planning (at least the Define stage in Global CCS Institute Asset Lifecycle Model).

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Box 5.1 Carbon capture and storage: Taking off? (continued)

CCS increases a plant's demand for coal

One reason that CCS is not more widely deployed is that current climate policies in most countries do not support the additional capital and operational costs. Full CO_2 capture (90% of CO_2) is expected to increase the capital cost of a coal-fired power plant by 45% to 75% and reduce the efficiency by between 20% and 25%, although there are current efforts being made to reduce this energy penalty. Therefore, the annual coal input for a state-of-the-art 1 gigawatt (GW) power plant could increase from 1 750 Mtce to 2 190 Mtce. The expected net result is an increase in the levelised cost of electricity to approximately 40% to 75%.

What the future holds

IEA scenario modelling for keeping climate change within safe limits (the 2°C scenario, or 2DS) indicates that the most cost-effective route to emissions reduction will include a significant role for CCS alongside other technologies. The public and private sectors have made cumulative investments in major CCS projects of approximately USD 10.5 billion. Today, these investments are made in locations where they are supported by climate policies and an expectation of continued fossil fuel use.

However, the market for CCS lags a long way behind developments in the coal market. Tackling climate change requires that these two markets begin to develop together. It has been suggested that CCS investments are akin to an insurance policy for the coal industry. Nevertheless, as other factors impact the market outlook for coal, government action is required to raise the likelihood that such a policy will pay off. Putting a price on CO_2 emissions, incentivising low-carbon power generation and supporting exploration for suitable CO_2 storage are among the necessary actions.

For more information: IEA (2013), *Technology Roadmap: Carbon Capture and Storage*, OECD/IEA, Paris.

Investment in export infrastructure capacity

As with investments in export mines, export infrastructure investments (for example seaports and inland transports) are associated with lead times of several years. Therefore, analysing projects currently under construction or in the planning stages allows us to estimate the development of export infrastructure capacity in the coming years.

Export infrastructure investments play a key role in future exports and the development of export mining projects whose success or failure is dependent upon the availability of sufficient export infrastructure. Mozambique and South Africa are just two prominent examples of countries whose exports suffered in the past because of insufficient transport infrastructure.

Several port capacity projects are currently under construction, for example in Australia, and numerous other projects are projected to come online over the outlook period resulting in an incremental coal terminal capacity of 270 Mtpa by 2019 (see Figure 5.4). The largest capacity additions will take place in Russia and Indonesia which together account for more than one-third of all additions over the outlook horizon. Further coal terminal capacity is projected to come online in Australia, Colombia and South Africa, as shown in the representative projects discussed in the next section.

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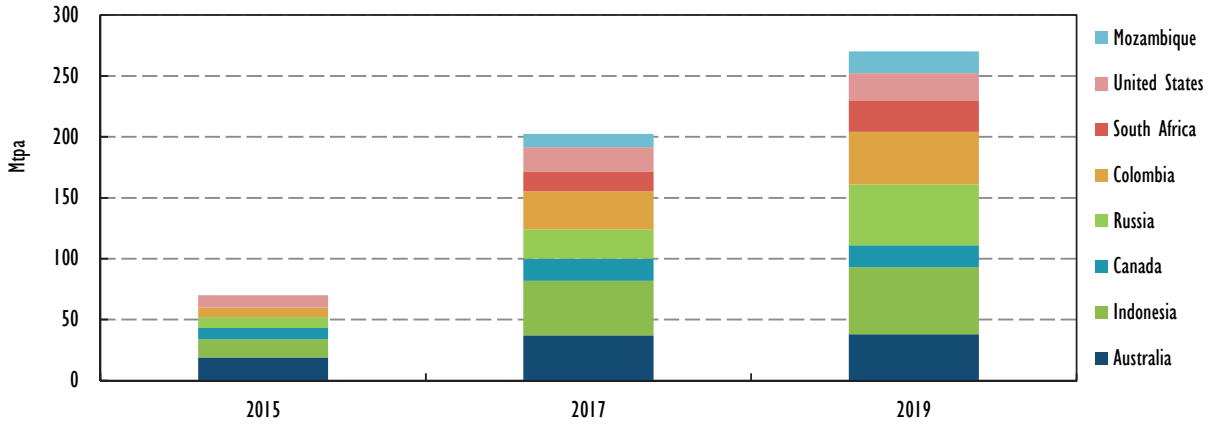
Figure 5.4 Projected cumulative additions to coal terminal capacity, 2015-19



Regional analysis

The following section is a regional analysis of current investment projects in both coal mining and export infrastructure over the outlook period.

Australia

Investment in export mining capacity

Several mining projects have been completed in Australia since the last publication of this report. Their combined production capacity exceeds 32 Mtpa at an estimated investment cost of over USD 5 billion. Major projects that entered production stage are the new 5.5 Mtpa Caval Ridge coking coal mine in Queensland operated by the BHP Billiton Mitsubishi Alliance (BMA), the 6.7 Mtpa expansion of the Ulan West thermal coal mine in New South Wales jointly operated by Glencore and Mitsubishi and the 8 Mtpa expansion of the thermal and semi-soft coking coal Ravensworth North mine in New South Wales jointly operated by Glencore and the Japanese trading company Itochu.

Australia accounts for approximately two-fifths of global probable mining additions projected for the outlook period. Probable mining additions in Australia amount to 40 Mtpa. Approximately one-half of the projects will come online in Queensland, mostly in mature mining regions, and the remainder in New South Wales.

Major greenfield projects such as the Eagle Downs project and the Grosvenor underground mine are projected to start operations in Queensland. The Eagle Downs coking coal project (4.5 Mtpa) is operated by Aquila Resources and Vale and slated for first output in the first half of 2017. The project is approximately six months behind schedule because of weak coal prices and legal disputes between the companies. Anglo America intends to start operations at its Grosvenor underground coking coal mine (5 Mtpa) in 2016. The Maules Creek project (10.8 Mtpa), operated by Australian mining firm Whitehaven Coal and the Japanese companies Itochu and J-POWER, is a major greenfield project in New South Wales projected to start operations in 2015. The mine, which is located 16 km from the main rail line and some further 360 km to the Port of Newcastle in the Gunnedah basin, will produce semi-soft coking coal and thermal coal. However, the Maules Creek project faces severe community opposition, which may lead to delays.

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Potential capacity additions in Australia are significant and exceed 180 Mtpa until 2019. A majority of these projects are located in new basins, such as the Galilee basin in Queensland and the Surat basin which stretches from New South Wales to Queensland. Successful realisation of these projects critically hinges not only on financing and environmental issues but also on adequate connection of the mines to the coal export terminals. Four big greenfield projects located in the Galilee basin comprise a combined targeted capacity of over 160 Mtpa: the 32 Mtpa Alpha Coal Project operated by GVK Hancock Coal, the 60 Mtpa Carmichael coal project operated by Adani, the 40 Mtpa China First coal project operated by Waratah Coal and the 30 Mtpa Kevin's Corner project by GVK. A further major project in Queensland is the Project China Stone (45 Mtpa) operated by MacMines Austasia. The project is currently at the publicly announced stage. However, although production starts prior to 2019 have been announced, the above listed projects are not likely to be operational until 2019 due to low coal prices as well as environmental and infrastructure concerns.

Investment in export infrastructure capacity

Export infrastructure has undergone some significant changes since the last publication of this report. In May 2014, the world's largest coal export terminal, the Port of Newcastle was leased for USD 1.5 billion by the New South Wales government for 98 years to a consortium of infrastructure investor Hastings Funds Management and China Merchants Group (CMG), a Chinese state-owned enterprise. The Port of Newcastle comprises the terminals of Port Waratah Coal Services (PWCS) and of the Newcastle Coal Infrastructure Group (NCIG). With the newly expanded coal terminal Kooragang and Carrington, PWCS now has a nameplate capacity of 145 Mtpa. NCIG reached a capacity of 66 Mtpa after completion of its expansion in 2013.

The Port of Gladstone in Queensland currently has an export capacity of 77 Mtpa. The expansion of Wiggins Island Coal Export Terminal (WICET) will add another 27 Mtpa by the end of 2014. Further plans exist for expansions at the North Queensland Bulk Ports (NQBP) facility. NQBP includes the coal terminals Abbott Point Coal Terminal, the Dalrymple Bay Coal Terminal and the Hay Point Coal Terminal as well as Mackay Port and Weipa port. Hay Point capacity is extended to 55 Mtpa resulting in a combined throughput from this facility of 190 Mtpa in 2015. Plans for the USD 10 billion Dudgeon Point Coal Terminal (180 Mtpa) and phase two of WICET were withdrawn in June 2014. Extensions of Abbott Point coal terminals 1 to 4 are at less advanced stages. BHP Billiton has pulled down development of its terminal due to the current market situation and the huge capital involved. Even though the government in Queensland has already given environmental approval to the port, the terminals are subject to environmental concerns, among others by the UNESCO because of its proximity to the Great Barrier Reef. Several big banking institutions such as RBS, Deutsche Bank and HSBC have announced that they will not finance the project. Abbot Point terminal and its associated infrastructure will be crucial for the development of the Galilee basin.

In the past, railway transport has caused problems for Australian coal exporters. However, due to recent additions, rail capacity is sufficient to handle current export volumes. New railway connections from new and existing mine basins to export terminals will be crucial for future export growth from Australia. Concerning rail connection of major ports to the Galilee basin, the Queensland government announced that it will allow for two rail networks to haul coal. Most likely are the rail corridor from the Alpha coal mine operated by Indian GVK which will join the rail network by Australian Aurizon and the 189 km rail line from the Carmichael mine project which will join existing rail infrastructure. Further, the Australian Rail Track (ARTC) plans to build an USD 700 million rail track at the Port of Newcastle to ease congestion.

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Colombia

Investment in export mining capacity

Colombian export mining capacity is projected to increase until 2019. Probable export mining capacity additions amount to approximately 20 Mtpa over the outlook horizon, almost all of which will come from thermal coal.

Several projects are under way in Colombia. Turkish Yildirim Holding is currently involved in three mining projects, which it acquired from Brazilian-based Carvão da Colômbia S.A. (CCX) in early 2014 for USD 125 million along with several logistic projects. Yildirim Holding took over CCX's plans to open the Canaverales thermal coal mine by 2019 aiming at an ultimate capacity of 5.5 Mtpa, the Papayal met coal mine with an ultimate capacity of 2 Mtpa by 2017 and the 16 Mtpa thermal coal mine San Juan by 2019. Goldman Sachs also invests in new mining capacity in Colombia and aims to start-up the Cerrolargo Sur mine during the outlook period. Drummond is involved in El Descanso mine, targeted to produce 12 Mtpa. Additions of new mining equipment at Cerrejon will allow output to reach 40 Mtpa. Further investment could increase production up to 60 Mtpa by 2019.

Investment in export infrastructure capacity

Inland transport infrastructure and export port capacity in Colombia are projected to increase significantly over the outlook period. In line with Colombian plans to further increase exports in the coming years, several projects have recently been finished or announced. The expansion of Prodeco's Puerto Nuevo in Ciénaga has been completed. Cerrejon is moving forward with its USD 1.3 billion infrastructure expansion programme, which is projected to be finished by the end of 2014. The project includes work at the Cerrejon mine, at the 150 km railway serving the Cerrejon mine and expansions at Puerto Bolivar. Altogether, the project will allow output to grow from 32 Mtpa to 40 Mtpa. Capacity could be further lifted to 60 Mtpa if market conditions are favourable. Puerto Drummond, which had to halt operations in early 2014 as it has failed to install a compulsory direct loading system by 1 January 2014, currently has 30 Mtpa of installed port capacity. Capacity is projected to reach 60 Mtpa by the end of 2014 through the addition of a second ship loader and an extension of the pier. The new multi-purpose port of Puerto Brisa is scheduled to ramp up operations from 3.5 Mtpa to reach 20 Mtpa by 2019.

Inland transport infrastructure in Colombia is decisive to deliver coal from the inland mines to the export terminals. It has been a bottleneck for exports in the past as it suffered from rebel attacks and strikes. The Colombian government is involved in negotiations with several rebel groups aiming to increase security for inland coal transports. Several transport infrastructure projects have been announced. International investors have shown interest in a USD 700 million railway line that is projected to connect Colombia's new port of Puerto Brisa with the Central Railway. The 324 km railway will connect Puerto Brisa to the town of Chiriguaná, in the Caribbean province of Cesar. The Colombian government is investing USD 1.3 billion in an infrastructure project at Rio Magdalena, which could reduce transport costs by up to 30%. It will improve navigability for barges on the river and allow coal to be shipped from Central Colombia to the port of Barranquilla. Shipping coal through the Panama Canal might prove a further export option for Colombian coal producers.

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South Africa

Investment in export mining capacity

Several small export focused mines, each with an export capacity smaller than 3 Mtpa, were commissioned in 2013. Many new mining projects are currently under construction. However, how much of this capacity will be available for the export market is not clear. The expansion of the Grootegeluk mine (+14.6 Mtpa), commissioned in 2013, is the rather exceptional example of a recent major mining project. Much of its supplies will serve Eskom's new Medupi Power Station and the mine's ramp up has been delayed in line with continued delays at the Medupi power plant. Phase 1 of the Boikarabelo mine, located in the Waterberg region and operated by Australian/South African mining company Resource Generation is projected to be finished in 2015 with an initial capacity of 6 Mtpa. Glencore's 10 Mtpa (ROM) Zonnebloem mine is a major project scheduled to start operations in 2016. However, most major export projects appear to be on hold, either as a consequence of insufficient export capacity or investor uncertainty. Indeed, labour unrest does not help either.

Future exports from South Africa are not only determined by expansions of mining capacity but are also caused by domestic demand and inland transport infrastructure. Domestic South African coal demand is projected to increase over the outlook period and additional mining capacity will also be used to serve growing domestic demand. The decline in in-situ grades and growing demand for low-grade exports means that the domestic and export market will increasingly compete in the future. Inland transport infrastructure, in particular the railway infrastructure from mines in the interior of the country to the Richards Bay Coal Terminal (RBCT) has in the past been a major bottleneck for South African exports. Consequently, RBCT's nameplate capacity (currently at 91 Mtpa) has not been reached in any year since 2000.

Investment in export infrastructure capacity

Approximately 94% of all South African coal exports in 2013 passed through the Richards Bay corridor with some small volumes exported out of Maputo and Durban. Currently announced export terminal projects include a new port terminal at Maputo with operating capacity of 14 Mtpa slated to be operational in the beginning of 2015 and the extension of Grinrod's Navitrade at Richards Bay by 2017-18. Further projects, which are not likely to materialise over the outlook horizon, are an expansion at RBCT bringing additional capacity of approximately 20 Mtpa and a new USD 1.5 billion terminal at Richards Bay by Transnet, the local rail operator.

Railway infrastructure has been the bottleneck for South African coal exports in the past. Although Transnet has announced several projects, this is likely to continue in the upcoming years. The Coal Link project (capital expenditure [CAPEX] approximately USD 1 billion) will link the Mpumalanga region to Richards Bay. It is scheduled to go online in 2017 with a capacity of up to 15 Mtpa. The Mpumalanga network will link coal mines to both power stations and the Coal Link main line. Construction is ongoing and new capacity will be approximately 20 Mtpa. The new Waterberg rail link linking Lephalale and the Central basin is not expected to start operation before 2018, with a capacity of 23 Mtpa. At the moment, a 4 Mtpa rail link exists that can be further expanded to 7 Mtpa. The Waterberg Link becomes increasingly important as South Africa's older Witbank mines are depleted and producers look to new coalfields in the Waterberg region. Waterberg is located in Limpopo province approximately 900 km from RBCT. Currently, the region lacks sufficient rail connection to RBCT and the basic local infrastructure needed for full development.

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Mozambique

Investment in export mining capacity

Mozambique's Tete province holds large undeveloped coal reserves estimated at approximately 23 gigatonnes. However, exploration and transportation of these coals to the export ports have proven more difficult than initially expected. As a consequence several big mining companies had to write-off on their Mozambican assets and are currently rethinking their positioning in the area.

Even though several projects are in the pipeline, none of them are viable without access to sufficient port and rail infrastructure. Mining projects in Tete's Moatize basin that have received initial government approval include the 7 Mtpa Revuboe mine majority-owned by Japanese steel manufacturer Nippon Steel and Sumitomo Metal, ICVL's Zambeze project,[1] Beacon Hill's 7 Mtpa Midwest mine and the 7 Mtpa Ncondezi project.

Investment in export infrastructure capacity

At present the only export route for producers in the Tete province is via the 500 km Sena rail line and through the port of Beira. This export route has, however, failed to operate at its 6.5 Mtpa nameplate capacity due to flooding, railway disruptions and security issues. The government rejected shipping coal via the Zambezi River to the port of Beira for environmental reasons.

The Nacala Corridor, which passes through Malawi, is an export option currently being built by Brazilian mining company Vale. Vale has shown interest in selling a portion of its 70% stake in the project. The Nacala line will rail Moatize coal 900 km (200 km of which through Malawi) to the Nacala deepwater export port, which is supposed to be in operation by the second half of 2015, and projected to have an ultimate capacity of 18 Mtpa. The Nacala project is scheduled to gradually ramp up capacity from approximately 11 Mtpa by the end of 2015 to 13 Mtpa in 2016 and 18 Mtpa in 2017.

A third option for Mozambican coal exports is via railway from Moatize to the port of Macuse in the Zambézia province. The Mozambican government, Italian-Thai Development Public Company, and China Railway Construction Corporation (CRCC) are moving ahead with feasibility studies for the project. They plan to build a railway of approximately 530 km and a 25 Mtpa deep seaport at a cost of approximately USD 4 billion with construction scheduled to begin in 2016. Due to current market conditions, delays to the project are likely.

Russia

Investment in export mining capacity

Incremental export mining capacity in Russia is difficult to project as a significant share of production is targeted for domestic demand. Therefore, probable thermal and met coal capacity expansions are estimated rather conservatively at 13 Mtpa until 2019 with approximately another 30 Mtpa classified as potential.

Two new mining projects started operations in 2013. Uzhkuzbassugol's new Erunakovskaya-8 mine produced 1.2 Mt of coking coal in 2013 and has a projected mine capacity of approximately 2.5 Mtpa. KOKS-Mining's Butovskaya mine started production in 2013 with an initial output of 0.5 Mt coking coal and expects to ramp up capacity to 2.5 Mtpa. In addition, expansions at SUEK's WP Kirova mine added another 6 Mtpa washing capacity.

[1] ICVL bought Rio Tinto's assets in Mozambique.

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Due to low prices for thermal and met coal, several producers in Russia are losing money and some mining projects were delayed or cancelled. However, projects currently under construction or committed to are likely to materialise. Major expansion projects are projected to be realised over the outlook period. SUEK plans to ramp up 8.1 Mtpa additional capacity by 2016 at its Urgal mine located in Khabarovsk Krai. Sakjalinugol's Solncevskoe deposit will increase capacity gradually by 5 Mtpa by 2015 and a further 5 Mtpa by 2020. Several greenfield projects are also projected by 2019. Russian coal miner Mechel will start production at its Elga coal mine (8 Mtpa) by 2017 and further ramp up capacity to 23 Mtpa by 2021. Elga is Russia's largest deposit of high-quality coking coal. Project funding amounts to USD 2.5 billion, a portion of which will be used to increase railway capacity on the Ulak-Elga line. Kolmar's new Ingalinskaya mine will have an ultimate capacity of 10.5 Mtpa, with 6 Mtpa projected to be operational by 2015. The Tuva Energy Industry Corporation (TEPK) aims for 15 Mtpa by 2020 at its Elegest mine. Production started at the mine in June 2014, using open-pit mining and aiming to build a mining and processing complex by 2018. Karakan Invest intends to start production at its 6 Mtpa Karakanskoe thermal coal field by 2017.

Investment in export infrastructure capacity

In recent years, Russian producers have increasingly focused upon exporting coal to the Pacific Basin. As a consequence, coal terminals in Russia's Far East were working at full capacity in 2013 and investment activity in export infrastructure in the region is strong. In addition, Russian ports in the Barents Sea and the Black sea are also aiming for expansions. Projected port capacity additions over the outlook horizon amount to 50 Mtpa.

Several major export terminals plan to increase their throughput capacity. SUEK's Vanino port terminal Daltransugol will increase capacity by another 8 Mtpa by 2015. Expansion projects in Russia's Far East include Posyet seaport and Shakhtersk seaport. The combined additional capacity of the two projects amounts to 9.5 Mtpa at an investment volume of USD 140 million. The new 20 Mtpa coal port terminal at Sukhodol seaport is not projected to materialise before 2020. Additional potential port handling capacity during the outlook period might also come from a new coal terminal at Port Taman (+12 Mtpa) in the Black Sea, the new Lavna coal terminal (+18 Mtpa) at Murmansk in the Barents Sea and several projects at Vostochny (+25 Mtpa to 28 Mtpa) in the Far East Federal District.

In addition to port capacity, railway capacity will determine future Russian export growth. All railways belong to the Russian Railway (RZD) and development of railway infrastructure will be carried out according to RZD's investment program. Major investments will focus on the Far East infrastructure in order to provide among others coal volumes to the Pacific Basin. In 2013, the Russian government approved the development of the Trans-Siberian and Baikal-Amur mainlines by 2018 at an estimated total cost of USD 18 billion. Government funding in the project, which will provide a link to the Far Eastern ports, amounts to USD 8 billion. Further, Russian company TEPK signed an agreement with the Russian government to build the 400 km railway infrastructure linking the Elegest coking coal deposits to Vanino port by 2017. Railroad capacity expansion in sections near the ports together with the price environment in the nearest term will determine the implementation of most port projects with deadline 2020 onwards.

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Indonesia

Investment in export mining capacity

Incremental export mining capacity in Indonesia is estimated at approximately 85 Mtpa by 2019. However, one has to bear in mind that capacity additions for Indonesia are hard to predict as there are no comprehensive mining project lists available. Therefore, all Indonesian mining additions are classified as potential.

Most large Indonesian producers are expecting to ramp up production and exports in the upcoming years aiming to achieve further economies of scale. Potential for export capacity increases from smaller producers is limited as several of them are currently struggling with low international coal prices and a depreciation of the rupiah. Future export mining additions will also crucially depend on decisions by the Indonesian government on potential export limits and on energy policy decisions in major importing countries such as China, India and Korea. Mining additions over the outlook period are expected in all major Indonesian mining regions. Projects that have been proposed include Adaro Energy's Mustika Indah Permai project in South Sumatra, Cokal's 2 Mtpa Bumi Barito Mineral project in Central Kalimantan or Indika's Mitra Energi Agung project in East Kalimantan. Start of the Reswara Minergi Hatama's project in Aceh has been delayed in mid-2014 due to weather conditions. The project is expected to gradually ramp up capacity to around 8.5 Mtpa by the end of the outlook period. It has a significant shipping advantage to other Indonesian projects, as shipping from Aceh to India is roughly five days faster than from Samarinda.

Investment in export infrastructure capacity

Export port capacity is projected to increase by 55 Mtpa until 2019 and is therefore not expected to be a bottleneck for Indonesian exports. Data availability on individual port projects continues to be rather limited. However reports on some projects exist: the first stage of PT Bara Ria Sukses's Jambi Coal Terminal, located in Sumatra's Jambi province, started operations in June 2014. The cost of the project amounted to USD 5 million. PT Nusa Tambang Pratama is currently constructing a continuous barge unloader with installed capacity of 12 Mtpa at the North Pulau Laut coal terminal in South Kalimantan. The project should complete in December 2014. Further, state-owned port operator PT Pelindo III, through its subsidiary PT Berlian Jasa Terminal Indonesia, is planning to increase capacity at Satui coal port in South Kalimantan.

Several railway infrastructure projects are currently underway in Indonesia and are expected to be completed by the end of the outlook horizon. These projects are significant for future Indonesian exports as production is increasingly moving away from inland rivers which are now typically used to barge coal to the main export terminals. A prominent example of a railway infrastructure currently under construction is the 191 km rail line from Kutai Barat to Balikpapan in East Kalimantan. The second phase of the project will bring an additional 60 km rail line connecting Murung Raya in Central Kalimantan to the Kutai Barat-Balikpapan line. Costs of the project are estimated at USD 2.4 billion with the project slated to be finished by 2018.

Canada

Investment in export mining capacity

Canada is the world's third-largest exporter of met coal. Comparably, thermal coal exports are relatively small. Several mining projects whose planning processes were initiated during the high price period

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of 2011 are projected to come online by the end of the outlook period. However, some projects are delayed due to current low market prices and growing environmental concerns on the part of the public.

Most coal mining projects in Canada, such as Glencore's Sukunka project, Cardero Resource's Carbon Creek project and the Murray River project by HD Mining, are located in the Peace River basin in British Columbia. Together, the above-mentioned four projects would add up to 12 Mtpa of met coal capacity over the outlook horizon. Canada's biggest coal producer Teck Resources deferred the restart of its Quintette met coalmine in British Columbia. The mine, which was closed in 2002, is now on maintenance and care until met coal prices improve. Australia-listed mining company Jameson Resources is currently working on four projects in the Peace River basin. Among others, it is drilling at the Dunlevy metallurgical coal project and pursuing a pre-feasibility study on the Crown Mountain project.

Projects in Alberta include the 12 Mtpa Vista (low sulphur) thermal coal project and the 2 Mtpa Grassy Mountain met coal project in the Crownsnest Pass basin. The Vista project (6.5 Mtpa in Phase 1, 12 Mtpa by end of Phase 2) by Australia and Canada listed Coalspur is yet to receive all environmental and regulatory approvals. Coalspur has delayed the start of construction of the project, which was initially scheduled for June 2014. First production targets for mid-2016 are therefore also delayed.

The 2.75 Mtpa Donkin underground project in Nova Scotia aims for first production of thermal and coking coal by 2016. Coking coal will be exported from the Port of Sidney. The project, which is 30 km off the Atlantic coast, is owned by Glencore (75%) and Canadian-based Morien Resources (25%).

Investment in export infrastructure capacity

Canada's export terminals on the west coast are expanding capacity to handle additional met coal volumes from Canada as well as potentially larger coal volumes from the Powder River Basin (PRB) in the United States. The Westshore Coal Terminal, the biggest coking coal port in North America, expanded capacity in 2013 from 29 Mtpa to 33 Mtpa. Further equipment upgrades will allow it to increase its loading capacity by a further 2 Mtpa to 3 Mtpa. The Ridley Coal Terminal, located at Prince Ruppert, is expected to double capacity to 24 Mtpa from its current 12 Mtpa by the end of 2014. Work at Ridley includes the retrofit of two existing stacker-reclaimers as well as the addition of a second tandem rotary dumper. The Neptune Bulk Terminal located in the Vancouver area aims to increase capacity from 10 Mtpa to 18.5 Mtpa by 2015. The approval to construct a direct transfer coal facility at Fraser Surrey Docks by Port Metro Vancouver has been challenged by environmental groups in Canada's Federal Court. This new project would allow handling of up to 4 Mt of PRB coal from the United States.

United States

Investment in export mining capacity

The outlook for incremental export mining capacity in the United States remains unchanged from last year's report. No significant incremental export mining capacity is projected to come online over the outlook period because of sluggish domestic demand expectations and low international coal prices.

Investment in export infrastructure capacity

The current nameplate capacity of export terminals in the United States stands at over 150 Mtpa. There have been large increases recently in port capacity in the Gulf Coast through expansions at existing terminals and growth in mid-stream river capacity. Kinder Morgan in April 2013 for instance

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completed the third phase of its expansion project at International Marine Terminal (IMT) in Myrtle Grove, Louisiana adding 4.5 Mtpa of export throughput capacity. It also raised throughput capacity by 1.4 Mtpa at Pier IX in Newport News, Virginia by completing a storage yard expansion. The expansion of the Deepwater facility in Deer Park, Texas, added a further 9 Mtpa of export coal capacity.

Total and proposed export capacity in the United States is significant. Multiple projects have been announced but only a few have been completed or have started construction. A few developers have cancelled or delayed plans. Coking coal producer Walter Energy is moving forward with the development of its 6.5 Mtpa coal export terminal in Mobile, Alabama. Further growth is possible in the Gulf Coast. Proposed expansions in the Pacific Northwest, which would handle coal from the PRB, are facing difficult permitting processes as well as public opposition. A key permit for building a dock at Port Morrow, which would allow barging coal down the Colombia River to Port Westward, was denied in August 2014 due to environmental concerns regarding tribal fisheries. If and how this will impact the permitting processes at two proposed megaprojects, the Millennium Bulk Terminals Longview and the Pacific Gateway Terminal, is not clear. Together, these two projects would increase capacity by up to 90 Mt and open up the way for significant exports from the PRB to serve the Asian markets. Alternative routes for coal from the United States (in particular from the PRB) are via ports in Canada or even proposed ports in Mexico. Whereas the former is already a viable option for exports from the United States, it remains to be seen whether the latter option will materialise given current low coal prices, long inland transport distances and probable public opposition. Altogether, we do not project any significant exports from the PRB through any of the above-mentioned export channels over the outlook horizon.

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ANNEX

Table A.1 Coal demand, 2012-19 (million tonnes of coal-equivalent [Mtce])

	2012	2013*	2015	2017	2019	CAGR
OECD	1 449	1 451	1 462	1 419	1 402	-0.6%
OECD Americas	655	672	671	648	618	-1.4%
United States	607	623	616	593	561	-1.7%
OECD Europe	442	422	431	408	408	-0.6%
OECD Asia Oceania	352	356	359	362	375	0.9%
Non-OECD	4 077	4 239	4 488	4 775	5 060	3.0%
China	2 821	2 972	3 121	3 287	3 443	2.5%
India	504	517	568	627	694	5.0%
Africa and Middle East	154	157	174	185	195	3.7%
Europe/Eurasia	356	343	335	349	362	0.9%
ASEAN	127	130	157	183	209	8.3%
Other developing Asia	86	87	95	103	108	3.7%
Latin America	30	34	37	42	49	6.2%
Total	**5 526**	**5 690**	**5 949**	**6 194**	**6 462**	**2.1%**

Note: CAGR = compound average growth rate; OECD = Organisation for Economic co-operation and Development.

* Estimate.

Table A.2 Thermal coal and lignite demand, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
OECD	1 265	1 269	1 276	1 233	1 214	-0.7%
OECD Americas	629	646	646	623	594	-1.4%
United States	588	603	597	574	543	-1.7%
OECD Europe	368	353	360	338	339	-0.7%
OECD Asia Oceania	268	269	270	271	281	0.7%
Non-OECD	3 413	3 531	3 756	4 009	4 258	3.2%
China	2 310	2 422	2 549	2 692	2 824	2.6%
India	468	477	523	576	635	4.9%
Africa and Middle East	148	152	168	179	190	3.8%
Europe/Eurasia	265	252	249	262	274	1.4%
ASEAN	127	129	157	183	209	8.3%
Other developing Asia	80	80	89	97	101	3.9%
Latin America	15	20	20	22	25	4.0%
Total	**4 677**	**4 800**	**5 032**	**5 242**	**5 472**	**2.2%**

* Estimate.

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Table A.3 Metallurgical (met) coal demand, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
OECD	184	182	185	186	187	0.4%
OECD Americas	26	27	26	25	25	-1.5%
United States	19	20	19	19	18	-1.0%
OECD Europe	74	69	71	70	69	0.1%
OECD Asia Oceania	85	87	88	91	94	1.3%
Non-OECD	664	708	732	766	802	2.1%
China	510	550	572	595	619	2.0%
India	37	40	45	51	58	6.4%
Africa and Middle East	5	6	6	6	6	0.3%
Europe/Eurasia	91	91	86	87	88	-0.5%
ASEAN	0	0	0	0	0	0.0%
Other developing Asia	6	7	6	6	7	0.3%
Latin America	15	14	17	20	24	8.8%
Total	**848**	**890**	**917**	**952**	**989**	**1.8%**

* Estimate.

Table A.4 Coal production, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
OECD	1 353	1 351	1 404	1 408	1 418	0.8%
OECD Americas	767	747	775	756	744	-0.1%
United States	708	685	705	684	666	-0.5%
OECD Europe	238	220	226	223	219	-0.1%
OECD Asia Oceania	348	383	400	426	452	2.8%
Non-OECD	4 304	4 358	4 546	4 786	5 044	2.5%
China	2 695	2 718	2 852	2 998	3 161	2.5%
India	372	378	399	419	452	3.0%
Africa and Middle East	219	219	244	261	271	3.7%
Europe/Eurasia	460	450	441	463	483	1.2%
ASEAN	416	450	445	462	483	1.2%
Other developing Asia	55	57	56	65	68	3.1%
Latin America	88	87	108	117	127	6.5%
Total	**5 657**	**5 709**	**5 949**	**6 194**	**6 462**	**2.1%**

* Estimate.

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Table A.5 Thermal coal and lignite production, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
OECD	1 077	1 066	1 115	1 113	1 113	0.7%
OECD Americas	661	642	673	653	633	-0.2%
United States	630	610	632	610	587	-0.6%
OECD Europe	213	197	207	206	204	0.6%
OECD Asia Oceania	203	227	235	255	275	3.3%
Non-OECD	3 699	3 743	3 917	4 129	4 360	2.6%
China	2 224	2 237	2 363	2 496	2 641	2.8%
India	370	373	393	412	444	3.0%
Africa and Middle East	213	213	235	249	259	3.3%
Europe/Eurasia	359	352	349	368	386	1.5%
ASEAN	413	448	442	459	478	1.1%
Other developing Asia	35	37	35	37	38	0.5%
Latin America	83	83	101	107	114	5.4%
Total	**4 776**	**4 810**	**5 032**	**5 242**	**5 472**	**2.2%**

* Estimate.

Table A.6 Met coal production, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
OECD	276	284	289	295	305	1.2%
OECD Americas	106	106	102	104	111	0.9%
United States	78	75	73	75	79	0.9%
OECD Europe	24	23	19	17	15	-7.0%
OECD Asia Oceania	145	156	164	171	176	2.0%
Non-OECD	604	616	629	657	684	1.8%
China	471	481	489	503	520	1.3%
India	2	6	6	7	8	4.8%
Africa and Middle East	6	6	9	11	13	14.0%
Europe/Eurasia	99	98	93	95	97	-0.2%
ASEAN	3	3	3	3	4	8.9%
Other developing Asia	19	20	21	28	30	7.4%
Latin America	4	4	8	10	13	23.2%
Total	**880**	**900**	**917**	**952**	**989**	**1.6%**

* Estimate.

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Table A.7 Hard coal net imports, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
OECD	105	81	58	11	-16	5.6%
OECD Americas	-98	-90	-104	-108	-126	3.6%
United States	-92	-85	-89	-92	-105	-0.7%
OECD Europe	203	197	205	185	189	24.7%
OECD Asia Oceania	3	-20	-41	-64	-77	-
Non-OECD	-105	-81	-58	-11	16	-
China	224	257	269	289	283	1.6%
India	125	139	169	208	242	9.7%
Africa and Middle East	-62	-66	-70	-76	-76	2.4%
Europe/Eurasia	-92	-105	-106	-115	-121	2.3%
ASEAN	-277	-297	-287	-280	-274	-1.3%
Other developing Asia	38	43	39	38	40	-1.4%
Latin America	-60	-52	-71	-75	-78	7.0%

* Estimate.

Table A.8 Seaborne steam coal imports, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
Europe and Mediterranean	166	160	175	149	155	-0.5%
Japan	110	119	121	124	124	0.7%
Korea	78	80	81	84	93	2.4%
Chinese Taipei	51	54	54	59	63	2.5%
China	179	191	190	199	186	-0.4%
India	93	104	130	164	191	10.7%
Latin America	18	19	18	21	24	4.4%
Other	57	60	64	92	113	11.3%
Total	**752**	**787**	**833**	**892**	**950**	**3.2%**

* Estimate.

Table A.9 Seaborne steam coal exports, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
Australia	140	160	173	194	215	5.0%
South Africa	67	69	71	75	75	1.5%
Indonesia	317	337	345	365	379	2.0%
Russia	91	96	103	107	114	2.8%
Colombia	76	68	84	90	97	6.2%
China	6	6	4	3	3	-10.3%
United States	41	37	43	44	55	6.7%
Other	15	14	12	13	13	-1.8%
Total	**752**	**787**	**833**	**892**	**950**	**3.2%**

* Estimate.

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Table A.10 Seaborne met coal imports, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
Europe and Mediterranean	63	60	61	63	65	1.4%
Japan	52	52	55	56	58	1.8%
Korea	31	30	30	31	33	1.5%
China	32	55	62	65	69	4.1%
India	32	35	39	44	51	6.5%
Other	22	21	22	24	25	2.7%
Total	**232**	**252**	**269**	**284**	**301**	**3.0%**

* Estimate.

Table A.11 Seaborne met coal exports, 2012-19 (Mtce)

	2012	2013*	2015	2017	2019	CAGR
Australia	138	150	159	166	171	2.2%
Canada	24	27	29	29	33	3.4%
Mozambique	3	3	6	8	9	18.2%
Russia	8	15	16	18	19	4.1%
United States	54	50	51	53	57	2.2%
Other	5	7	9	10	11	8.6%
Total	**232**	**252**	**269**	**284**	**301**	**3.0%**

* Estimate.

Table A.12 Coal demand, 2012-19 (million tonnes [Mt])

	2012	2013*	2015	2017	2019	CAGR
OECD	2 148	2 136	2 161	2 124	2 109	-0.2%
OECD Americas	889	915	911	887	850	-1.2%
United States	820	843	836	806	764	-1.6%
OECD Europe	798	763	783	763	767	0.1%
OECD Asia Oceania	460	458	467	474	493	1.2%
Non-OECD	5 539	5 740	6 086	6 491	6 909	3.1%
China	3 698	3 894	4 095	4 326	4 555	2.6%
India	775	791	856	944	1 047	4.8%
Africa and Middle East	202	205	231	257	279	5.3%
Europe/Eurasia	561	537	541	550	557	0.6%
ASEAN	165	170	207	241	279	8.6%
Other developing Asia	104	104	114	124	134	4.4%
Latin America	34	39	43	49	58	6.7%
Total	**7 687**	**7 876**	**8 247**	**8 614**	**9 019**	**2.3%**

* Estimate.

Note: projections have been produced in million tonnes of coal-equivalent. For reference, this Annex also includes coal volumes in million tonnes. We have not analysed the calorific value of coal to be produced; therefore, projections in million tonnes should be consulted with caution.

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Table A.13 Thermal coal and lignite demand, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
OECD	1 961	1 951	1 971	1 932	1 917	-0.3%
OECD Americas	863	888	884	860	824	-1.2%
United States	801	823	817	787	746	-1.6%
OECD Europe	726	695	712	693	697	0.0%
OECD Asia Oceania	372	368	375	380	396	1.2%
Non-OECD	4 814	4 967	5 292	5 661	6 040	3.3%
China	3 139	3 292	3 471	3 677	3 881	2.8%
India	733	745	808	889	984	4.7%
Africa and Middle East	196	200	224	251	274	5.4%
Europe/Eurasia	464	439	449	457	464	0.9%
ASEAN	165	169	207	241	279	8.7%
Other developing Asia	98	97	107	117	127	4.6%
Latin America	20	25	26	29	32	4.2%
Total	**6 775**	**6 918**	**7 263**	**7 593**	**7 956**	**2.4%**

* Estimate.

Table A.14 Met coal demand, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
OECD	187	185	191	191	193	0.7%
OECD Americas	26	27	27	26	26	-0.5%
United States	19	19	19	19	18	-1.1%
OECD Europe	73	68	71	70	70	0.4%
OECD Asia Oceania	88	90	93	95	97	1.2%
Non-OECD	725	773	793	830	870	2.0%
China	559	603	624	649	675	1.9%
India	42	46	48	55	63	5.3%
Africa and Middle East	5	5	6	6	6	1.7%
Europe/Eurasia	98	97	92	92	93	-0.8%
ASEAN	0	0	0	0	0	0.0%
Other developing Asia	6	7	6	7	7	0.8%
Latin America	15	14	17	21	26	10.7%
Total	**912**	**958**	**984**	**1 021**	**1 062**	**1.7%**

* Estimate.

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Table A.15 Coal production, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
OECD	2 024	1 994	2 085	2 096	2 119	1.0%
OECD Americas	1 015	991	1 033	1 012	997	0.1%
United States	932	904	944	917	892	-0.2%
OECD Europe	572	538	560	559	555	0.5%
OECD Asia Oceania	438	466	492	525	568	3.3%
Non-OECD	5 770	5 828	6 160	6 517	6 899	2.8%
China	3 532	3 561	3 754	3 962	4 194	2.8%
India	604	613	641	678	736	3.1%
Africa and Middle East	270	270	316	347	371	5.4%
Europe/Eurasia	685	663	670	686	702	1.0%
ASEAN	516	557	589	625	659	2.8%
Other developing Asia	66	68	69	80	84	3.5%
Latin America	97	97	122	138	153	7.9%
Total	**7 794**	**7 823**	**8 247**	**8 614**	**9 019**	**2.4%**

* Estimate.

Table A.16 Thermal coal and lignite production, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
OECD	1 736	1 697	1 787	1 791	1 803	1.0%
OECD Americas	900	877	922	900	876	0.0%
United States	851	826	867	839	810	-0.3%
OECD Europe	547	515	541	542	540	0.8%
OECD Asia Oceania	289	305	323	349	387	4.0%
Non-OECD	5 112	5 157	5 476	5 802	6 154	3.0%
China	3 017	3 034	3 218	3 412	3 624	3.0%
India	602	606	634	670	728	3.1%
Africa and Middle East	264	264	306	335	358	5.2%
Europe/Eurasia	578	558	571	585	598	1.2%
ASEAN	512	554	587	622	654	2.8%
Other developing Asia	46	48	47	51	53	1.6%
Latin America	93	93	114	128	139	7.0%
Total	**6 848**	**6 855**	**7 263**	**7 593**	**7 956**	**2.5%**

* Estimate.

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Table A.17 Met coal production, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
OECD	288	297	298	305	316	1.0%
OECD Americas	115	114	111	112	121	0.9%
United States	81	78	77	78	82	0.9%
OECD Europe	25	23	19	17	15	-7.0%
OECD Asia Oceania	149	160	168	176	181	2.0%
Non-OECD	658	671	684	714	744	1.7%
China	516	527	536	551	570	1.3%
India	2	6	7	8	8	4.8%
Africa and Middle East	6	6	10	12	13	14.3%
Europe/Eurasia	107	105	99	102	104	-0.2%
ASEAN	3	3	3	3	4	8.2%
Other developing Asia	20	20	22	29	31	7.4%
Latin America	4	4	8	10	13	23.0%
Total	**946**	**968**	**984**	**1 021**	**1 062**	**1.5%**

* Estimate.

Table A.18 Seaborne steam coal imports, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
Europe and Mediterranean	172	165	183	162	169	0.4%
Japan	132	142	144	149	152	1.2%
Korea	93	95	98	101	112	2.7%
Chinese Taipei	59	61	61	67	74	3.1%
China	230	236	258	269	260	1.7%
India	126	139	174	219	256	10.8%
Latin America	19	20	19	24	27	5.0%
Other	64	65	72	105	150	14.9%
Total	**895**	**923**	**1 009**	**1 096**	**1 201**	**4.5%**

* Estimate.

Table A.19 Seaborne steam coal exports, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
Australia	160	182	200	228	263	6.4%
South Africa	74	72	80	88	89	3.7%
Indonesia	386	423	443	473	511	3.2%
Russia	107	108	122	128	135	3.8%
Colombia	82	72	94	107	119	8.9%
China	9	7	5	4	4	-10.9%
United States	51	44	50	52	64	6.5%
Other	24	17	16	17	17	-0.3%
Total	**895**	**923**	**1 009**	**1 096**	**1 201**	**4.5%**

* Estimate.

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Table A.20 Seaborne met coal imports, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
Europe and Mediterranean	67	62	63	64	67	1.3%
Japan	53	54	58	59	60	1.7%
Korea	32	31	30	32	33	1.2%
China	38	59	66	70	74	3.9%
India	36	38	41	47	55	6.3%
Other	26	22	25	27	29	5.0%
Total	**253**	**265**	**284**	**299**	**317**	**3.1%**

* Estimate.

Table A.21 Seaborne met coal exports, 2012-19 (Mt)

	2012	2013*	2015	2017	2019	CAGR
Australia	142	154	163	170	175	2.2%
Canada	30	32	33	34	39	3.4%
Mozambique	3	3	6	9	10	21.4%
Russia	11	16	17	19	21	4.1%
United States	59	53	54	56	60	2.2%
Other	8	8	10	11	12	8.6%
Total	**253**	**265**	**284**	**299**	**317**	**3.0%**

* Estimate.

Table A.22 Current coal mining projects

Country	Project	Company	Type	Estimated start-up	Estimated new capacity (Mtpa)	Resource	Status
Australia	Alpha Coal Project	GVK – Hancock Coal	N	2016	32	TC	F
Australia	Appin Area 9	BHP Billiton	E	2016	3.5	CC	C
Australia	Ashton South East Opencut	Yancoal Australia	E	2015	3.6	TC, PCI	C
Australia	Baralaba North Expansion	Cockatoo Coal	E	2016	2.5	PCI, TC	F
Australia	Baralaba South Project	Cockatoo Coal	N	2015	3	PCI, TC	F
Australia	Bengalla Continuation	Rio Tinto/ Wesfarmers	E	2017	4.3	TC	F
Australia	Boggabri Opencut	Idemitsu Kosan	E	2015	3.5	TC	C
Australia	Byerwen Coal Project	QCoal/JFE Steel Corporation	N	2015	10	CC	F
Australia	Carmichael Coal Project (mine and rail)	Adani	N	2017	60	TC	F
Australia	China First Coal Project (Galilee Coal Project)	Waratah Coal	N	2018+	40	TC	F
Australia	Codrilla	Peabody Energy	N	2019+	3.2	PCI	F
Australia	Colton	New Hope	N	2015	0.5	CC	F

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Australia	Comet Ridge	Acacia Coal/ Bandanna Energy	N	2015	0.4	TC, CC	F
Australia	Curragh Mine	Wesfarmers	E	..	1.5-2	CC	F
Australia	Dingo West	Bandanna Energy	E	2016	1	PCI, TC	F
Australia	Drake Coal Project	QCoal	N	2015	6	TC, CC	F
Australia	Drayton South	Anglo Coal Australia	E	..	..	TC	F
Australia	Duchess Paradise	Rey Resources	N	2016	2.5	TC	F
Australia	Eagle Downs (Peak Downs East Underground)	Aquila Resources/ Vale	N	2017	4.5	CC	C
Australia	Eaglefield	Peabody Energy	E	..	5	CC	F
Australia	Elimatta	New Hope	N	2017	5	TC	F
Australia	Ellensfield Coal Mine Project	Vale	N	..	5.5	TC, CC	F
Australia	Grosvenor Underground	Anglo American	N	2016	5	CC	C
Australia	Jax	QCoal	N	2015	1.8	CC	F
Australia	Kevin's Corner	GVK	N	2016	30	TC	F
Australia	Maules Creek	Whitehaven	N	2015	10.8	TC, CC	F
Australia	Metropolitan	Peabody Energy	E	2015	1.5	CC	C
Australia	Middlemount (stage 2)	Peabody Energy/ YanCoal	E	2014	3.6	PCI, CC	C
Australia	Minyango	Caledon Resources	N	2016	7	TC, CC	F
Australia	Moolarben (stage 2)	Yancoal Australia	E	..	5	TC	F
Australia	Mt Thorley – Warkworth Extension	Rio Tinto	E	..	0	TC	F
Australia	New Acland (stage 3)	New Hope Coal	E	2016	2.7	TC	F
Australia	North Surat – Collingwood Project	Cockatoo Coal	N	2018	4	TC	F
Australia	NRE No. 1 Colliery	Wollongong Coal	E	2015	3	CC	F
Australia	NRE No. 1 Colliery (preliminary works project)	Wollongong Coal	U	2015	0	CC	C
Australia	Oaky Creek (phase 2)	Glencore, Sumisho, Itochu, ICRA OC	E	..	5	CC	F
Australia	Orion Downs	V&D Mining	N	2014	2.5	TC	F
Australia	Rolleston (phase 2)	Glencore, Sumisho, IRCA	E	..	3	TC	F
Australia	South Galilee Coal Project (three phases)	Bandanna Energy	N	2015	17	TC	F
Australia	Springsure Creek (stage 1)	Bandanna Energy	N	2015	5.5	TC	F
Australia	Springsure Creek (stage 2)	Bandanna Energy	E	2019+	5.5	TC	F
Australia	Stratford	Yancoal Australia	E	2015	2.6	TC, CC	F

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Australia	Taroborah	Shenhuo International	N	2016	2.3	CC	F
Australia	Teresa	Linc Energy	N	2016	6	PCI. TC	F
Australia	The Range Project	Stanmore Coal	N	2016	5	TC	F
Australia	Vermont East/Wilunga	Peabody Energy	N	2015	3	PCI, TC	F
Australia	Vickery	Whitehaven	N	..	4.5	TC, CC	F
Australia	Wallarah Underground Longwall	Korea Resources Corp/Sojitz Corp	N	..	5	TC	F
Australia	Wards Well	BHP Billiton Mitsubishi Alliance (BMA)	N	2017	5	CC	F
Australia	Washpool Coal Project	Aquila Resources	N	..	2.9	CC	F
Australia	Watermark	Shenhua Energy	N	2015	6.15	TC	F
Australia	Wongawilli Colliery	Wollongong Coal	E	2016	3	CC	F
Canada	Carbon Creek	Cardero Resource	N	x	2.9	CC	F
Canada	Donkin	Glencore, Morien Resources	N	2016	2.75	TC, CC	C
Canada	Echo Hill	Hillsborough Resources	N	..	1.5	TC	F
Canada	Grassy Mountain	Riversdale Resources	N	..	2	CC	F
Canada	Horizon	Peace River Coal	N	..	1.6	CC	F
Canada	Murray River	HD Mining	N	..	6	CC	F
Canada	Quintette	Teck Resources	N	..	3.5	CC	F
Canada	Sukunka	Glencore	N	2018	3	CC	F
Canada	Trend	Anglo American	E	2016	1	CC	C
Canada	Vista Coal Project	Coalspur Mines	N	2016-17	6.5	TC	F
Colombia	Canaverales	Yildirim Holding	N	..	2.5	TC	F
Colombia	Cerrejon Expansion	Cerrejon	E	2015	8	TC	C
Colombia	Cerrolargo Sur	Goldman Sachs	N	..	..	TC	F
Colombia	El Descanso	Drummond	E	..	12	TC	F
Colombia	Papayal	Yildirim Holding	N	..	2.5	CC	F
Colombia	San Juan	Yildirim Holding	N	..	25	TC	F
Indonesia	Bumi Barito Mineral	Cokal	N	2016	2	CC	C
Indonesia	IndoMet Coal Project	BHP Billiton/Adaro	N	..	..	CC/TC	F
Indonesia	Mitra Energi Agung	Indika	N	..	..	TC	F
Indonesia	Mustika Indah Permai	Adaro	N	..	..	TC	F
Indonesia	PT Bukit Enim Energi	Adaro	N	..	..	CC	F
Indonesia	PT Juloi Coal	BHP Billiton	N	..	..	CC/TC	F
Indonesia	PT Kalteng Coal	BHP Billiton	N	..	..	CC/TC	F
Indonesia	PT Lahai Coal	BHP Billiton	N	..	..	CC/TC	C
Indonesia	PT Maruwai Coal	BHP Billiton	N	..	..	CC/TC	F
Indonesia	PT Pari Coal	BHP Billiton	N	..	..	CC/TC	F
Indonesia	PT Ratah Coal	BHP Billiton	N	..	..	CC/TC	F
Indonesia	PT Sumber Barito Coal	BHP Billiton	N	..	..	CC/TC	F

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Indonesia	PT Tekno Orbit Persada	MEC Coal	N	..	17	TC	F
Mozambique	Midwest	Beacon Hill	N	..	7	TC	F
Mozambique	Ncondezi	Ncondezi Energy	N	2018	7	TC	F
Mozambique	Revuboe	Nippon Steel and Sumitomo Metal	N	2016	7	CC	F
Mozambique	Zambeze	ICVL	N	..	..	CC	F
Russia	Amaam	North Pacific coal company	N	2017	10	CC	F
Russia	Apsatskoe	SUEK	N	2013-19	0.65-2.4	CC	C
Russia	Bistryanskaya mine 1-2	Rostov	N	2015	0.75	CC	C
Russia	Chulmakanskoe	Kolmar	N	2018	1.25	CC	F
Russia	Denisovskoe	Kolmar	N	2014	2.5	CC	C
Russia	Elegest	TEPK	N	2015	3	CC	F
Russia	Elga	Mechel	N	2017	8	TC, CC	C
Russia	Ingaliskaya	Kolmar	N	2015	6	CC	C
Russia	Karagaylinskoe	Zarechnaya	N	2014	2	CC	C
Russia	Karakanskoe field	Karakan Invest	N	2017-18	6	TC	C
Russia	Kiyzasskiy open pit	Kiyzasskiy open pit	N	2014	4.5	CC, TC	C
Russia	Kostromovskaya	MMK, (Belon)	E	2017	1-2	CC	F
Russia	Mezhegey	Evraz	N	2015	1.3	CC	F
Russia	Solncevskoe depozit	Sakhalinugol	E	2016	5	TC	C
Russia	Taybinski	Invest – Uglesbyt	N	2014	1-1.8	TC, CC	C
Russia	Urgal	SUEK	E	2016	4.6-8.1	TC	C
Russia	Uvalnaya	Sibuglemet	N	2018	4.5	CC	F
South Africa	Argent	Glencore/Shanduka	N	2015	1.5	TC	F
South Africa	Belfast	Exxaro	..	..	1.8	TC	..
South Africa	Boikarabelo	Resgen	N	2014	6	TC	C
South Africa	Brakfontein	Goldridge	N	2015	..	TC	C
South Africa	Consbrey	Glencore	N	2016	..	TC	..
South Africa	DeWittekranz	Continental	N	2015	2.6	TC	..
South Africa	Elandspruit	Wescoal	N	2014	2.3	TC	C
South Africa	Elanspruit	Eyethu	N	2014	<1	TC	C
South Africa	Elders Complex	Anglo American	N	..	..	TC	..
South Africa	Eloff	Mbuyelo	N	2016	3.3	TC	C
South Africa	Grootegeluk expansion	Exxaro	E	2013/14	14.6	TC	C
South Africa	Imbani	HCI	N	2014	<1	TC	C
South Africa	Impumelelo	Sasol	N	2014	8.5	TC	C
South Africa	Kangala	Universal Coal	N	2014	2	TC	C
South Africa	Klipfontein	Eyethu	N	2015	<1	TC	C
South Africa	Koornfontein OC	Glencore/Optimum	E	2019	3.3	TC	..
South Africa	Kriel	Anglo American	E/N	..	5-7	TC	F
South Africa	Leeupoort	Eyethu	N	2015	<1	TC	C
South Africa	Mafube life extension	Anglo American	E	..	3.5	TC	..
South Africa	Matla	Exxaro	E	..	..	TC	..
South Africa	New Largo	Anglo American	N	..	12	TC	F
South Africa	Nooitgedacht	Glencore	N	2016	3	TC	F
South Africa	Roodekop	Universal Coal	N	2014	1	TC	F

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South Africa	Schoongezicht	Mzobani	N	2013	<1	TC	C
South Africa	Smitspan	Sekoko/Firestone Energy	N	..	>1	TC	..
South Africa	Sterkfontein	Keaton Energy	N	..	1	TC	..
South Africa	Thabametsi	Exxaro	N	2016/17	3.8	TC	..
South Africa	Tweefontein Optimisation	Glencore	E	2013/14	2	TC	C
South Africa	Vlakvarkfontein	Mbuyelo	N	2013	1.2	TC	C
South Africa	Wildfontein	Hlagisa	N	2013/14	..	TC	C
South Africa	Wonderfontein	Glencore/Umcebo	E	2014	2.5	TC	C
South Africa	Zonnebloem	Glencore	N	2016	10 ROM	TC	F

Notes: The table lists currently discussed mining projects according to publicly available information but has no claim to completeness. Data on the start-up data is according to public information but does not necessarily represent our view concerning expected export capacity additions. Data on the estimated capacity represents the targeted capacity, which is often not available in the year of start-up.

Type: N = new project, E = expansion.

Resource: TC = thermal coal; CC = coking coal; AN = anthracite; PCI = pulverised coal injection.

Status: F = feasibility; C = committed.

.. = missing value or not available; 0 = nil or negligible.

Sources: McCloskey (2014), *McCloskey Coal Reports 2010-2014*, McCloskey's, London, http://cr.mccloskeycoal.com; BREE (Bureau of Resources and Energy Economics) (2014), *Resources and Energy Major Projects*, Canberra, http://bree.gov.au/sites/default/files/files//publications/remp/remp-2014-04.pdf; CIAB information; various sources.

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GLOSSARY

Regional and country groupings

Africa

Algeria, Angola, Benin, Botswana, Cameroon, Congo, Democratic Republic of Congo, Côte d'Ivoire, Egypt, Eritrea, Ethiopia, Gabon, Ghana, Kenya, Libya, Morocco, Mozambique, Namibia, Nigeria, Senegal, South Africa, Sudan, United Republic of Tanzania, Togo, Tunisia, Zambia, Zimbabwe and other African countries (Burkina Faso, Burundi, Cape Verde, Central African Republic, Chad, Comoros, Djibouti, Equatorial Guinea, Gambia, Guinea, Guinea-Bissau, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Mauritius, Niger, Reunion, Rwanda, Sao Tome and Principe, Seychelles, Sierra Leone, Somalia, Swaziland and Uganda).

ASEAN

Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Viet Nam.

China

Refers to the People's Republic of China, including Hong Kong.

Europe and Mediterranean

Includes non-OECD Europe/Eurasia, OECD Europe and North Africa regional groupings.

Latin America

Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, the Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Netherlands Antilles, Nicaragua, Panama, Paraguay, Peru, Trinidad and Tobago, Uruguay, Venezuela and other Latin American countries (Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Bermudas, British Virgin Islands, Cayman Islands, Dominica, Falkland Islands (Malvinas), French Guyana, Grenada, Guadeloupe, Guyana, Martinique, Montserrat, St. Kitts and Nevis, Saint Lucia, Saint Pierre et Miquelon, St. Vincent and the Grenadines, Suriname and Turks and Caicos Islands).

Non-OECD Europe/Eurasia

Albania, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Georgia, Kazakhstan, Kyrgyz Republic, Latvia, Lithuania, the Former Yugoslav Republic of Macedonia, Moldova, Romania, Russian Federation, Serbia, Tajikistan, Turkmenistan, Ukraine and Uzbekistan.

North Africa

Algeria, Egypt, Libya, Morocco and Tunisia.

OECD

Includes OECD Europe, OECD Americas and OECD Asia Oceania regional groupings.

OECD Americas

Canada, Chile, Mexico and United States.

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OECD Asia Oceania

Australia, Japan, Korea and New Zealand. For statistical reasons, this region also includes Israel.[1]

OECD Europe

Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Poland, Portugal, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.

Other developing Asia

Bangladesh, Chinese Taipei, the Democratic People's Republic of Korea, Mongolia, Nepal, Pakistan, Sri Lanka and other Asian countries and territories.

List of acronyms, abbreviations and units of measure

Acronyms and abbreviations

API	Argus McCloskey's Coal Price Index
ARA	Amsterdam Rotterdam Antwerpen
ARTC	Australian Rail Track
ASEAN	Association of Southeast Asian Nations
BFI	blast furnace iron
BHP	Broken Hill Proprietary Company
BMA	BHP Billiton Mitsubishi Alliance
BREE	Bureau of Resources and Energy Economics
BSER	Best System of Emission Reduction
CAGR	compound average growth rate
CAPEX	capital expenditures
CCA	Coal Cooperation Agreement
CCoW	Coal Contracts of Work
CCS	carbon capture and storage
CEA	Central Electricity Authority (India)
CFR	cost freight
CIF	cost insurance freight
CIL	Coal India Limited
CMG	China Merchants Group
CNR	Colombian Natural Resources
CO	carbon monoxide
CO_2	carbon dioxide
CRCC	China Railway Construction Corporation
EIA	Energy Information Administration
EOR	enhanced oil recovery
EPA	Environmental Protection Agency
ESP	electrostatic precipitator
EU	European Union
FOB	free-on-board

[1] The statistical data for Israel are supplied by and under the responsibility of the relevant Israeli authorities. The use of such data by the OECD and/or the IEA is without prejudice to the status of the Golan Heights, East Jerusalem and Israeli settlements in the West Bank under the terms of international law.

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FSA	Fuel Supply Agreements
FYP	Five-Year Plan
GDP	gross domestic product
GHG	greenhouse gases
HSBC	Hong Kong & Shanghai Banking Corporation Holdings PLC
ICI	Indonesian Coal Index
IEA	International Energy Agency
IMF	International Monetary Fund
IMT	International Marine Terminal
IPP	independent power producers
IUP	Izin Usaha Pertambangan
LHV	lower heating value
LNG	liquefied natural gas
Ltd.	Limited
LCPD	Large Combustion Plant Directive
MATS	Mercury and Air Toxics Standards
MTCMR	*Medium-Term Coal Market Report*
MoU	memorandum of understanding
NAR	net as received
NCIG	Newcastle Coal Infrastructure Group
NQBP	North Queensland Bulk Ports
OECD	Organisation for Economic Co-operation and Development
PCI	pulverised coal injection
PJM	Pennsylvania-New Jersey-Maryland Interconnection
PGE	Polska Grupa Energetyczna
PM	particulate matter
PR	People's Republic
PRB	Powder River basin
PV	photovoltaics
PWCS	Port Waratah Coal Services
RBCT	Richards Bay Coal Terminal
RBS	Royal Bank of Scotland
reACT	regenerative activated coke technology
ROM	run-of-mine
ROW	rest of world
RZD	Russian Railways
SCR	selective catalytic reduction
SNG	synthetic natural gas
SO_2	sulphur dioxide
SUEK	Sibirskaja ugolnaja energetitscheskaja kompanija
TNB	Tenaga Nasional Berhad
UHV	ultra-high voltage
UK	United Kingdom
UMPP	Ultra Mega Power Projects
UNESCO	United Nations Educational, Scientific and Cultural Organization
US	United States

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VAT	value added tax
WICET	Wiggins Island Coal Export Terminal

Currency codes

AUD	Australian dollar
CAD	Canadian dollar
CNY	Chinese yuan renminbi
COP	Colombian peso
IDR	Indonesian rupiah
INR	Indian rupee
MYR	Malaysian ringgit
RUB	Russian ruble
USD	United States dollar
ZAR	South African rand

Units of measure

bbl	barrel
bcm	billion cubic metres
°C	celsius
dwt	deadweight tonnage
GJ	gigajoule
Gt	gigatonne
GW	gigawatt
$GtCO_2$	gigatonne carbon dioxide
h	hour
kg	kilogramme
km	kilometre
kcal	kilocalories
kV	kilovolt
m	metre
µg	microgramme
Mbtu	million British thermal units
Mdwt	million deadweight tonnages
mg	milligramme
MPa	megapascal
Mt	million tonnes
Mtce	million tonnes of coal-equivalent
$MtCO_2$	million tonnes carbon dioxide
Mtpa	million tonnes per year
MW	megawatt
MWh	megawatt hour
Nm^3	normal cubic metre
ppm	parts per million
t	tonne
TWh	terawatt hours

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Cloud Peak Energy (2447)



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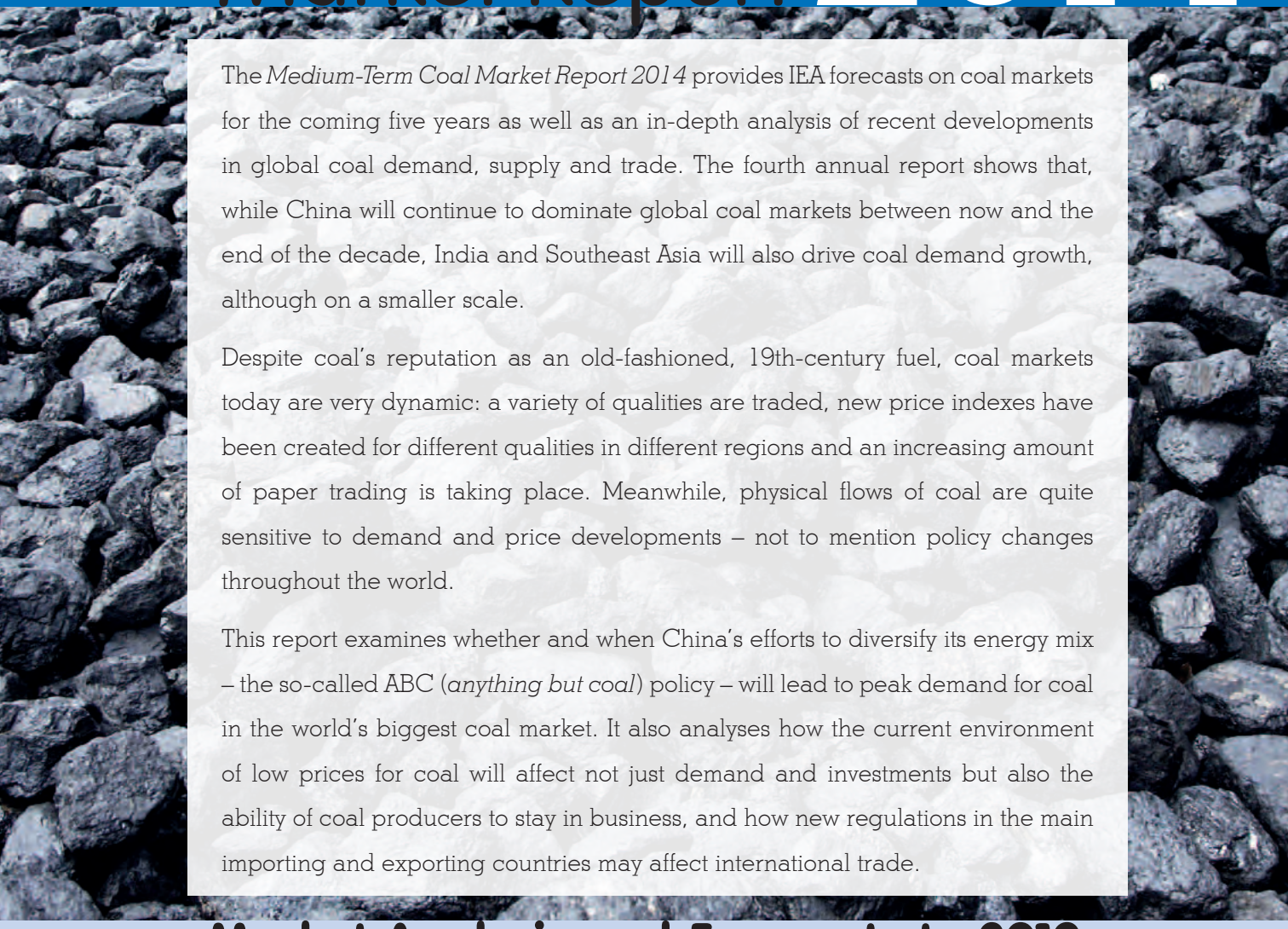
Cloud Peak Energy (2447)

COAL Medium-Term Market Report 2014



The *Medium-Term Coal Market Report 2014* provides IEA forecasts on coal markets for the coming five years as well as an in-depth analysis of recent developments in global coal demand, supply and trade. The fourth annual report shows that, while China will continue to dominate global coal markets between now and the end of the decade, India and Southeast Asia will also drive coal demand growth, although on a smaller scale.

Despite coal's reputation as an old-fashioned, 19th-century fuel, coal markets today are very dynamic: a variety of qualities are traded, new price indexes have been created for different qualities in different regions and an increasing amount of paper trading is taking place. Meanwhile, physical flows of coal are quite sensitive to demand and price developments – not to mention policy changes throughout the world.

This report examines whether and when China's efforts to diversify its energy mix – the so-called ABC (*anything but coal*) policy – will lead to peak demand for coal in the world's biggest coal market. It also analyses how the current environment of low prices for coal will affect not just demand and investments but also the ability of coal producers to stay in business, and how new regulations in the main importing and exporting countries may affect international trade.

Market Analysis and Forecasts to 2019

€100 (61 2014 34 1E1)
ISSN 2307-0315
ISBN: 978-92-64-22188-8



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Submission Number: ***MBTL-SEPA-DEIS-0001619***

Received: 5/31/2016 5:53:04 PM
Commenter: Kenneth Clouston
Organization:
State:

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

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002343***

Received: 6/9/2016 5:31:32 PM
Commenter: Conard Cluf
Organization:
State:

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

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0001655***

Received: 5/31/2016 6:20:49 PM
Commenter: Weston Cobb
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward. Please, keep Americans working. We need oil and coal jobs to keep our country running.

Submission Number: ***MBTL-SEPA-DEIS-0000059***

Received: 5/3/2016 3:01:17 PM
Commenter: Richard Cobbs
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays. Sincerely, Richard Cobbs

Submission Number: ***MBTL-SEPA-DEIS-0001906***

Received: 6/3/2016 8:05:56 PM
Commenter: Donna Coble
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
We support Wyoming coal

Submission Number: ***MBTL-SEPA-DEIS-0001907***

Received: 6/3/2016 8:08:30 PM
Commenter: Steve Coble
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
We support Wyoming Coal.

Submission Number: ***MBTL-SEPA-DEIS-0000869***

Received: 5/24/2016 3:58:13 PM
Commenter: Julia Cochrane
Organization:
State: Washington

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

I am a 63 year old woman with COPD/Emphazema due to breathing polluted air in NY city. The air was polluted with coal smoke, incinerated trash, diesel, and cigarettes. I know what coal does to lungs. Somewhere this coal will be burned and children will suffer directly from the smoke and indirectly from increased climate chaos. On my way to Spokane from the Olympic Peninsula two years ago, we saw a dark cloud of smoke moving towards us, and as we neared an overpass we realized the cloud was coming off a train. Then to coal dust hit the windshield- it sounded like hail. And we were crossing the Spokane River. These trains run along rivers - polluting them with coal dust. There is only so much fresh water for the animals, the fish and us. Let's not pollute it with deadly coal. Finally I need to make a plea for future generations. It is time to act decisively to do all we can to stop the burning of fossil fuels. We need to keep the dinosaur remains in the ground. So far my 29 year old daughter does not have a child, and even though she really wants one, and I think being a grandma would be total fun, I pray that she does not bring a child into such a devastated world. What we do today - will make its mark 40 years from now. And it is all accelerating. Be smart. Be compassionate for our children and their children. Say No. Please!!!

RECEIVED
JUN 10 2016

329 Bunker Hill Rd.
Longview, WA 98632
June 9, 2016

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

The cumulative adverse impacts on the community near the rail route transporting coal and coal storage at the Millennium Bulk Terminals site create conditions that cannot be adequately mitigated and present significant impacts that cannot be avoided.

This community, known as "The Highlands" in Longview, will be especially subjected to health-impacting noise pollution and nuisance coal dust from both train traffic and coal storage piles. Automobile traffic routes will be severely limited due to trains blocking street crossing. This area's population is one of the most economically disadvantaged in the Longview area and has few political advocates.

I urge the decision of a "no action" alternative for the Millennium Bulk Terminals facility to protect the interests of this community.

Elaine Cockrell

Elaine Cockrell

RECEIVED
JUN 10 2016

329 Bunker Hill Rd.
Longview, WA 98632
June 9, 2016

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

The impact of coal trains blocking vehicular traffic on SR 433 and major intersections for extended periods of time should make the project entirely untenable until infrastructure improvements are actually in place. The vehicular travel delays that 16 train crossing per day would place on the community safety and general commerce are totally unacceptable.

I urge a "no action" alternative for the Millennium Bulk Terminals facility in Longview.

Respectfully,

Harold Cockrell

Cockrell, Lauren (3475)

RECEIVED
JUN 10 2016

2405 SE 173rd Ave
Vancouver, WA 98683
June 9, 2016

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

The Millennium Bulk Terminals project to export coal near Longview, Washington will not only impact the health and safety of individuals in the region, but will adversely affect businesses that rely on shipping by rail. The addition of up to 16 unit train trips a day, along with expected rail traffic increases due to general economic growth, will lead to a potential clogging of the transportation system.

And, overloading the rail system will not only delay shipments of competing products, but will lead to additional accidents and impact the safety of train crews and the general public.

I urge the "no action" alternative for the Millennium Bulk Terminals facility near Longview.

Lauren Cockrell

Submission Number: ***MBTL-SEPA-DEIS-0002161***

Received: 6/7/2016 6:46:21 PM
Commenter: Stephen Cockroft
Organization:
State:

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

Moving this project forward is important to me, my family and my community. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0003272***

Received: 6/13/2016 7:26:30 PM
Commenter: Claire Coffelt
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000857***

Received: 5/24/2016 1:08:51 PM
Commenter: Bruce Coggeshall
Organization:
State:

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

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium’s project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments. Sincerely, Bruce Coggeshall bruce.coggeshall@cldpk.com 82716

Submission Number: ***TRANS-LV-M1-00034***

Received: 5/24/2016 12:00:00 AM
Commenter: Calvin Coie
Organization: Greenpeace
State:

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

Submission Text

Good afternoon, ladies and gentlemen. My name is Calvin Coie and I live in Beijing, China, and I work for Green Peace. China's coal consumption has fallen quite dramatically over the last several years, and the key reason for this is that China's economy has become much more efficient with respect to coal consumption. At the same time there's been a lot of work to address air pollution in this country. As a result of this, coal port terminals in the U.S. are probably going to be unviable over the long term. Even if coal terminals are developed in the U.S. to export this coal to other Asian players they're going do have to try and compete against other players such as China which will actually be able to export their own coal reserves to the rest of Asia as well. So I think over the long term coal port terminals in the U.S. are not investments that will be viable and certainly in China at least you're going to see more and more efforts in China versus vie away from its coal consumption, which is actually is only going to increase the demand for other sources of energy. Thank you very much.

Submission Number: ***TRANS-PASCO-M2-00037***

Received: 6/2/2016 12:00:00 AM
Commenter: Cole
Organization:
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 Cole, and I live in Pasco.

The Millennium Bulk Terminals will be the most significant investment we've seen in the Longview community in a long time, and we need it. The project will create over 2,500 jobs during the construction, and it will create 300 permanent family-wage job upon completion.

With the support of Millennium's business and most importantly members of the local community who need these jobs, I want to urge you to move forward without additional delays. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000743***

Received: 5/23/2016 1:51:17 PM
Commenter: Robert Coleman
Organization:
State:

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

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0000241***

Received: 5/10/2016 5:40:30 PM
Commenter: Samuel Coleman
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***TRANS-LV-M2-00116***

Received: 5/24/2016 12:00:00 AM
Commenter: Sophia Coleman
Organization:
State: Washington

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

Hello, my name is Sophia Coleman (phonetic). I live in La Center, Washington. I'm a geography student at Portland State University. While I was studying abroad in the Czech Republic, the Czech people told me how happy that they were no longer polluted by coal and fueling their country with coal because now the tourism industry was booming.

You could actually see the beautiful history that was there and how health problems were down. And it was just so wonderful. I know that China is reaching for green energy and soon the Eastern Asian markets will not be looking for coal as a fuel source. I have friends that live here in Longview, and I understand jobs are greatly needed.

However, how long will we have these jobs for? How long will that be reliable for them if Eastern Asian markets are soon to be no longer buying? Then we will build this massive coal terminal which will not only block the train stations -- or railways, but it will cause health problems, and environmental problems, and will cause the growth that the Pacific Northwest has seen for the last few years to cease, I imagine, due to pollution along the Gorge, along the train stations, and other unforeseen issues.

I urge you to say no to this coal terminal, because although we do need jobs, we need sustainable ones that are good for the environment.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002653***

Received: 6/13/2016 12:20:36 PM
Commenter: Judy Colgan
Organization:
State: Colorado

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002656***

Received: 6/13/2016 12:25:19 PM
Commenter: Judy Colgan
Organization:
State: Colorado

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003117***

Received: 6/13/2016 5:46:30 PM
Commenter: Donald Collins
Organization:
State:

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

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration. Sincerely, Donald Collins don.collins@uwyo.edu 82072

Submission Number: ***MBTL-SEPA-DEIS-0003335***

Received: 6/13/2016 9:07:07 PM
Commenter: Donald Collins
Organization: Western Research Institute
State: Wyoming

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

Submission Text

It is important to put in perspective the projected 3.2 million metric tons of annual carbon dioxide equivalent (CO2eq) emissions in 2028 for the Proposed Action. These CO2eq emissions are nine one-thousandth of a percent (0.009%) of the global 35.6 billion metric tons projected by the Department of Energy (DOE) in the 2026 International Energy Outlook (IEO2016), and seven one-thousandth of a percent (0.007%) of the 2040 global CO2eq emission projection of 43.2 billion metric tons. The finding in the SEPA Draft Environmental Impact Statement (DEIS) that Proposed Action is an “Unavoidable and Significant Adverse Environmental Impact” concerning greenhouse gas emissions and climate change is substantially overstated given the extremely relative low amount of CO2eq emissions for the Proposed Action (0.007% and 0.009%) compared to the DOE projected total global CO2eq emissions. Therefore and based upon the extremely low percentage contribution to total global CO2eq emissions the SEPA DEIS finding of “Unavoidable and Significant Adverse Environmental Impact” is unwarranted.

Submission Number: ***MBTL-SEPA-DEIS-0001356***

Received: 5/26/2016 7:16:06 PM
Commenter: Jason Collins
Organization:
State: Montana

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

Here are my comments on the Millennium coal export terminal. I do not support this project. No amount of projected revenue is worth the detriment coal energy wreaks on our environment. Tax revenues will not make up for streams and oceans poisoned by mercury. Thank you for letting me express my opposition.

Submission Number: ***MBTL-SEPA-DEIS-0001677***

Received: 5/31/2016 6:38:27 PM
Commenter: Phillip Collins
Organization:
State:

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

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***MBTL-SEPA-DEIS-0000803***

Received: 5/23/2016 4:59:05 PM
Commenter: Curtis Combs
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment. Sincerely, Curtis Combs Curtis@cfever.com 99301

Submission Number: ***MBTL-SEPA-DEIS-0000634***

Received: 5/20/2016 1:17:11 PM
Commenter: Shaun Combs
Organization:
State:

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

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0001331***

Received: 5/26/2016 7:04:43 PM
Commenter: Mark Compau
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0001088***

Received: 5/24/2016 7:14:00 PM
Commenter: Kevin Condon
Organization:
State:

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

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Please reach out with any questions.

Submission Number: ***TRANS-LV-Q2-00009***

Received: 5/24/2016 12:00:00 AM
Commenter: Bob Cone
Organization:
State: Washington

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

Submission Text

Well, I'm Bob Cone from Camas. And I live not -- kind of above the railroad tracks where all these coal trains are going to be coming from right out of the Columbia River Gorge. And I am not going to be happy about seeing all these guys. The oil trains already are annoying because they honk their horns as they go by. And triple that is going to be crazy. Plus the coal dust blows right off of the train into the river and it definitely isn't good for the salmon. Plus the global warming of the burning of the coal, not a good idea, not to mention ships running aground at the entrance of the Columbia River in the protected tideland area there. Those are my issues mainly. I should say I'm with the green party, and I am a member of the Sierra Club, and we're all agreed it's not a good idea.

Submission Number: ***MBTL-SEPA-DEIS-0002585***

Received: 6/13/2016 9:20:11 AM
Commenter: Richard Cone
Organization:
State: Wyoming

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Conley, Felicia (0008)

Submission Number: ***MBTL-SEPA-DEIS-0000008***

Received: 4/29/2016 12:30:08 PM
Commenter: Felicia Conley
Organization:
State:

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

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0002992***

Received: 6/13/2016 4:23:25 PM
Commenter: Michael Connelly
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000913***

Received: 5/24/2016 5:09:17 PM
Commenter: Cassie Conner
Organization:
State:

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

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible. Sincerely, Cassie Conner
Cassie.Conner@cldpk.com 82801

Submission Number: ***TRANS-LV-M2-00040***

Received: 5/24/2016 12:00:00 AM
Commenter: Lucinda Connery
Organization:
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 Lucinda Connery (phonetic). I live in Cowlitz County and I'm a nurse practitioner. My testimony today concerns the health impacts of having a coal export terminal located in Longview. Since Cowlitz County has not included a health impact statement as part of the Draft EIS, I will attempt to address this oversight.

However, the public deserves to be able to review this document before any decisions regarding the export terminal are reached by the commissioners. Important points to consider fossil fuels are the number one contributors of global warming and climate change as we all know.

Coal is considered to be the dirtiest fossil fuel. Northwesterners have already been rejecting coal in favor of cleaner energy and have already started the fossil fuel transition process to cleaner energy options in Washington state. Toxic coal dust and diesel exhaust have multiple negative health impacts including asthma, heart attacks, diabetes, strokes and cancer.

Coal dust contains heavy metals including mercury, arsenic, and lead. Mercury is a neurotoxin which contributes to fetal and infant brain development, increasing learning disabilities, coordination, memory, and judgment in both children and adults. Mercury and coal dust pollutes our rivers, streams, and lakes polluting the fish in those rivers. Based on these concerns I advocate a no action alternative.

Submission Number: ***TRANS-LV-M2-00081***

Received: 5/24/2016 12:00:00 AM
Commenter: Ray Connor
Organization:
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 Ray Connor (phonetic). I live in Vancouver, Washington. In the late '90s, early 2000 I spent a lot of time in China. I know what the air is like. Get off the plane and it just about knocks you down. It's from burning bad coal. This is a lot better grade of coal.

What we're going to be sending there it will help with their air quality as well as ours. I believe Millennium Bulk Terminal will be the most significant investment we've seen in the Longview community in a long time and we need it.

The project will create over 2500 jobs during construction and will create 300 permanent family-wage jobs upon completion. With the support of labor groups, businesses, and most important members of the local community that need these jobs, we want to urge you to move forward without additional delays.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001699***

Received: 5/31/2016 7:02:09 PM
Commenter: Raymond Connor
Organization:
State:

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

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

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To Whom It May Concern:

I am opposed to the proposed Millennium Bulk Terminals-Longview. The proposed facility impacts the environment adversely directly and indirectly. The transporting, exporting and burning of coal contribute to pollution and global warming.

Thank you.

Caprice Consalvo-Olson

Caprice Consalvo-Olson
Kennewick, WA

Submission Number: ***MBTL-SEPA-DEIS-0002451***

Received: 6/10/2016 1:38:00 PM
Commenter: Wiilliam Conte
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
there is nothing more important to the economic well being of Wyoming than to deregulate and revitalize the energy sector.

Submission Number: ***MBTL-SEPA-DEIS-0002011***

Received: 6/6/2016 2:57:47 PM
Commenter: Pat Cook
Organization:
State:

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

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years

Submission Number: ***MBTL-SEPA-DEIS-0001006***

Received: 5/24/2016 6:02:08 PM
Commenter: Don cool
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0000706***

Received: 5/23/2016 12:52:52 PM
Commenter: James Coole
Organization:
State:

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

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Thank you for your consideration. I look forward to seeing this project come to reality.

Cooley, Christopher (1320)

Submission Number: ***MBTL-SEPA-DEIS-0001320***

Received: 5/26/2016 7:00:44 PM
Commenter: Christopher Cooley
Organization:
State:

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

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001381***

Received: 5/26/2016 7:29:11 PM
Commenter: Dylin Cooley
Organization:
State:

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

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many let's makes it happen. Media coverage would have us believe that transporting coal by rail through our state is unprecedentedâ€"it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001390***

Received: 5/26/2016 7:38:45 PM
Commenter: Sirena Cooley
Organization:
State:

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

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Cooney, James (0696)

Submission Number: ***MBTL-SEPA-DEIS-0000696***

Received: 5/23/2016 12:42:17 PM
Commenter: James Cooney
Organization:
State:

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

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0002261***

Received: 6/9/2016 11:09:56 AM
Commenter: Audrea Cooper
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I am very much in support of the Millennium Bulk Terminal being built. It is good for America, and good for Wyoming!

Submission Number: ***TRANS-SPOKANE-Q1-00003***

Received: 5/26/2016 12:00:00 AM
Commenter: Christine Cooper
Organization:
State:

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

My name is Christine Cooper. I'm going to comment on my thoughts about the extra coal trains coming through. I own a ranch in north Idaho right near Sandpoint and the train has right-of-way across my property, simply right of way. And it allows them to do all kind of things, whatever they want to.

And I feel that they are already increasing traffic heavily, and I don't think that they should have all these extra coal exports as well. I think it's a danger environmentally to me, to my crops, and to my family.

Already, the trains have showed no regard to the safety of the people of north Idaho. They've not put up crossing signals at intersections -- busy intersections and many people have died. And they've showed absolutely no concern for the safety of the people of north Idaho.

They've proven themselves.

Submission Number: ***MBTL-SEPA-DEIS-0002051***

Received: 6/6/2016 9:50:40 PM
Commenter: Doug Cooper
Organization:
State: Wyoming

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

Coal is an entirely natura! product that has been transported safely across the globe for centuries. There is no reason other than politics to oppose the coal port. Burning coal simply returns CO2 that was once in the earth's atmosphere back to today's atmosphere. This carbon cycle is necessary for all life on the planet. CO2 is also necessary for photosynthesis and is the basis for all human food production. The coal mined in Wyoming provides a large share of Wyoming's tax base. Coal taxes built over 500 new schools in the state in just the past few years. Interfering with interstate commerce and international free trade is not what the United States Constitution requires of the federal government.

Submission Number: ***MBTL-SEPA-DEIS-0001166***

Received: 5/25/2016 3:33:02 PM
Commenter: Forres Cooper
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Don't increase pollution by exporting more coal

Submission Number: ***MBTL-SEPA-DEIS-0001167***

Received: 5/25/2016 3:47:18 PM
Commenter: Forres Cooper
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Don't increase pollution by exporting more coal

Submission Number: ***MBTL-SEPA-DEIS-0001083***

Received: 5/24/2016 7:10:23 PM
Commenter: Jaide Cooper
Organization:
State:

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

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001676***

Received: 5/31/2016 6:37:57 PM
Commenter: Kymberlee Cooper
Organization:
State:

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

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000592***

Received: 5/19/2016 6:36:05 PM
Commenter: Matt Cooper
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000781***

Received: 5/23/2016 2:22:46 PM
Commenter: Ray Cooper
Organization:
State:

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

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0003342***

Received: 6/13/2016 9:19:35 PM
Commenter: Steve Cooper
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

RECEIVED
MAY 25 2016

May 22, 2016

Dear Washington Department of Ecology and Cowlitz County:

I am writing as a citizen of Montana in response to the draft environmental impact statement produced for the Longview coal port. I am 94 years old and I remember when we could breathe clean air and drink pure water. Now we live in a day when corporations override the rights of citizens, and government more often than not assists the corporations against the will of the people.

The draft EIS is deficient in its coverage of Missoula and the state of Montana. The document acknowledges that there will be rail impacts to Montana, but provides no details which to me means you haven't really thought it through or worse, you have dismissed Montanans as being of your concern.

The proposed Longview facility would negatively impact the public safety and human health of Montanans. The projected 16 additional trains traveling through rail communities such as Missoula each day would increase noise, traffic, lung and heart health problems.

Shipping coal to be burned anywhere ultimately increases global greenhouse gas emissions, which contribute to climate change. We are already feeling the impact of climate change in our gardens (2.5 months extension on growing season in just 2 years) and in the number of our days above 100 degrees.

In Montana, as a result of climate change, we face an increased risk of wildfires, which threaten lives, property, public land and species. Smoke also affects air quality and health. Last year in Missoula, we breathed a month of smoke from fires, and it is projected to only get worse.

Our earlier snowmelt and longer summers do to global warming is impacting cricial water resources. Coal exports create added pressure for new Montana mines in a region where water is rare and coal seams are important aquifers. Increased mining threatens our land, water and climate.

Nearly 200 nations met in Paris last year and agreed to rapidly reduce greenhouse gases and climate change risks by lowering emissions from fossil fuels. We know we must keep the vast majority of fossil fuels in the ground to avoid catastrophic climate change. It makes no sense to build new coal export infrastructure that would lock us into decades of additional pollution and carbon emissions.

Instead of investing in new coal infrastructure, we should be investing in clean energy. For example, America's solar industry is growing 20 times faster than the rest of the U.S. economy. We must focus on a just transition to the new clean energy economy for fossil-fuel dependent communities.

I urge you to deny the permit for the proposed coal port in Longview.

Sincerely,

Mae Coover

Mae Coover
Missoula, MT

Submission Number: ***MBTL-SEPA-DEIS-0000416***

Received: 5/17/2016 6:35:15 PM
Commenter: Kevin Copeland
Organization:
State:

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

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. When the trains are loaded in Montana, Millennium puts a liquid cover, like a glue, on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0001223***

Received: 5/26/2016 6:03:15 PM
Commenter: Myles Copeland
Organization:
State:

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

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0001571***

Received: 5/31/2016 5:17:46 PM
Commenter: Craig Copenhagen
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Furthermore, I feel that a thriving economy will help fight Longview's crime and drug epidemic by giving young people hope that a good paying job can be in their future which will allow dreams of home ownership and raising a family to become a reality. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001711***

Received: 5/31/2016 7:38:37 PM
Commenter: James Corcoran
Organization:
State: Idaho

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

Submission Text

This project must be rejected. As a first responder at the Sagle Fire Statiion, I know that with the addition of 16 extra mile/plus trains, first response times will be negatively affected. We already have to wait on occasions for the trains to pass before we can access patients. We are talking about losing patients who might have been able to gain access to local hospitals, effectively killing the patients. I was raised in Pennsylvania where homes were heated with coal. Poison gasses are given off from the burning of this coal and adds to the hydrocarbon count, which is too high already. If we ship coal to foreign countries, their pollution management will not be as thorough as in the U.S. The jet stream will deliver this poison to the U.S. with all of the filth derived from coal burning, if it is burned in China. Common sense dictates that you do not allow the bulk terminals to be constructed. Jobs will be created, but the price for these new jobs will be a quicker end of the Earth. Oceans are in disarray, huge plastic islands have been created in the ocean, we are losing animals and plants at a frightening pace, and this project will help speed the death of Planet Earth. This cannot be allowed, just for the jobs that might be created. Sincerely, Jim Corcoran Sagle, Idaho

Submission Number: ***TRANS-PASCO-M1-00012***

Received: 6/2/2016 12:00:00 AM
Commenter: Mike Coresco
Organization:
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 Mike Coresco (phonetic). I live in Pasco, Washington. I'm living on a river, and I face the railroad tracks. I want to say that, first of all, I am in strong support of this project. I think we need the jobs. And it's sad to see how much money we waste in these EISs. I guess that's what we have to do. But the people that are opposed to this really do cost us a lot of money. We need the jobs and we need to export more.

As a suggestion, I ask the project to make a commitment to try to improve the infrastructure along the whole way. Because my understanding, the EIS does not address anything outside this bounds. So all the traffic that goes through the city of Pasco, for example is not addressed in the EIS. And I would like to see a commitment by the project to improve the infrastructure along the way, particularly the noise. Because of safety reasons, the train blows its whistle when it goes through Richland. So the 16 whistles a day, that is kind of an issue that I think can be addressed if the project makes that commitment. But again I do support this project.

Corgin, Jack (3701)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [x] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [x] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The coal industry is in its death throws, building a infrastructure to bank on ASIA TO keep it going is a mistake!
The environment should not be damaged to create a handful of jobs. The coal should be left in the ground!

I am against this project strongly!
Jack Corbin – Spokane

(additional space is provided on the back)

(comment continued)

Submission Number: ***MBTL-SEPA-DEIS-0000628***

Received: 5/20/2016 1:10:44 PM
Commenter: Jeff Cornoyer
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium’s proposal. Now that the rail corridor has been studied, now it’s time for progress on the Millennium project! I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002357***

Received: 6/9/2016 5:43:21 PM
Commenter: Dale Coryell
Organization:
State:

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

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0000912***

Received: 5/24/2016 5:08:51 PM
Commenter: Kenneth Cosby
Organization:
State:

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

Thank you for the opportunity to reach out on this important issue. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0001423***

Received: 5/27/2016 11:09:03 AM
Commenter: Brian Costello
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I fully support the Millennium Bulk Terminal!

Submission Number: ***MBTL-SEPA-DEIS-0002134***

Received: 6/7/2016 5:27:04 PM
Commenter: Phillip Coudret
Organization:
State:

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

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community. This would help all people involved providing there family,that is what we all want and the tax benefits, would be good for all .

Submission Number: ***MBTL-SEPA-DEIS-0003064***

Received: 6/13/2016 5:12:13 PM
Commenter: Michael Coulimore
Organization:
State:

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

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project. Sincerely, Michael Coulimore Sagecoulee@gmail.com 59029

Submission Number: ***MBTL-SEPA-DEIS-0000898***

Received: 5/24/2016 5:01:26 PM
Commenter: Kent Courtney
Organization:
State:

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

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0001341***

Received: 5/26/2016 7:08:52 PM
Commenter: Justin Cowger
Organization:
State:

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

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Cox, Gary (2315)

Submission Number: ***MBTL-SEPA-DEIS-0002315***

Received: 6/9/2016 5:12:46 PM
Commenter: Gary Cox
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Cox, Harold (1202)

10 May 2016

Harold Cox
2434 W. Wabash Ave.
Spokane, WA 99205

RECEIVED
MAY 10 2016

Millenium Bulk Terminals EIS
c/o ICF International
710 Second Ave.; Suite 550
Seattle, WA 98104

Dear Sirs:

This is in response to public comments involving the shipment of coal to a port in Conlitz County for foreign export.

I could go on at length about the lack of any positive value for Spokane and the many negatives such as physical pollution of coal dust, diesel fumes, and noise that would probably cause a hollowing out of the city center combined with prolonged wait times at railroad crossings. This extreme rail traffic such as this will definitely result in many serious accidents especially when combined with heavy traffic of the very volatile fracking oil.

But the main problem is that this coal (and oil) is a resource that will certainly be needed by future generations in this country. While the total quantity of coal in this country is quite huge, the economically recoverable coal reserves aren't all that great. However, this generation acts as if all resources are the property of us alone and we can simply treat the earth as though it were a business in liquidation without any moral scruples whatsoever involving any responsibilities toward future generations. It would be completely proper for those generations of Americans to curse the ground upon which we are buried for our extreme greed and plundering that would cause undue and severe suffering for them.

In summary, the environmental impact of this coal exporting project will cause far greater damage to future generations than it will for us.

Sincerely,
Harold Cox

Submission Number: ***MBTL-SEPA-DEIS-0001414***

Received: 5/26/2016 7:56:16 PM
Commenter: James Cox
Organization:
State:

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

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0002276***

Received: 6/9/2016 4:47:01 PM
Commenter: James Cox
Organization:
State:

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

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: ***MBTL-SEPA-DEIS-0000138***

Received: 5/9/2016 12:58:33 PM
Commenter: Russ Cox
Organization:
State:

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

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied, get on with it already. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000150***

Received: 5/9/2016 1:23:20 PM
Commenter: John Coyle
Organization:
State:

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

Submission Text

Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0003137***

Received: 6/13/2016 5:59:00 PM
Commenter: Lecia Craft
Organization:
State:

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

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done! Sincerely, Lecia Craft lecia4330@hotmail.com 57702

Submission Number: ***MBTL-SEPA-DEIS-0000859***

Received: 5/24/2016 2:05:12 PM
Commenter: Linda Craig
Organization:
State: Oregon

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

Submission Text

Although this is a Washington location, the coal trains would need to run through the Columbia Gorge, which belongs to both states. The damage to be done with coal dust and a potential accident is too great to risk for a project which does not benefit our region or the people who live here. Climate change is the biggest risk facing the region, and projects which support the use of fossil fuels, as this one does, are no longer appropriate as we plan our future. I ask that you decide on the No Action Alternative in the EIS. Thank you.

Submission Number: ***TRANS-SPOKANE-Q4-00004***

Received: 5/26/2016 12:00:00 AM
Commenter: Curt Crane
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is Curt Crane. I want to make a statement about this.

We need the jobs for the future of our families, people that want to work. This coal dust years ago, yes, it was a problem. Now there's such a safeguard to keep the dust down in transportation but it's a lot cleaner.

I prefer to have coal or gas, natural gas that is, or would you rather have nuclear waste sites? Almost every nuclear waste site for energy has been shut down because of the water or the coolant has leaked. We know this. Three Mile Island is a good example. There's a place down there in California, St. Humphrey, something like that, it was built and never was used. It's right on the coast of the water. Good example.

So they revert back to coal. Coal is the end result. Yes, we'll run out of coal but all of this impact of studies of what it's doing in China or Japan, who cares about them. Let them worry about it. They're buying it from us. We need the money to keep the health system going for everybody.

I do believe that the coal and the rail system and the shippers make it more safer to ship, to utilize for the end product for everybody's use.

We all profit from it. Everything that we wear, we use, everything is either heated, boiled, cooked, almost everything has some type of petroleum product and coal is a mineral that is converted into also a petroleum product. So everything you use or deal with is used by, produced, or a part of coal, and transportation is the biggest factor. I'd rather have it run on rail than in trucks because trucks, yes, there's a lot of them that are safe but do you ever see a lot of accidents? There's not that many derailments of coal or trains for that matter.

So I do believe that we need, especially Washington State, we need to keep the jobs here, not going to other countries where, yes, it's cheaper wages for the people, but we need the jobs here and let's keep them here. Thank you.

Submission Number: ***TRANS-PASCO-M1-00073***

Received: 6/2/2016 12:00:00 AM
Commenter: Emily Crater
Organization:
State: Washington

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

Hi everyone. My name is Emily Crater (phonetic) and I'm a resident of King County, living in Seattle. Thank you so much for taking your time listening today and listening to all our concerns.

I urge you to keep something important in mind when considering permits for this project. The Millennium Bulk Terminal lied when they first applied for permits in 2009. They applied for permits for a 5.7 million metric ton export terminal.

Later it came out that their inside plans were to build 58 million metric ton export terminal. This is a huge difference. The environmental review process was then forced to start all over again in 2012, which is the current review process we're in. We're very lucky in Washington state we have a state environmental policy act giving us plenty of opportunity to have our voices heard and speak out in opposition to this project.

It's something that we really took advantage of in 2013 when over 215,000 public scoping comments were submitted. Many of these in opposition to the project. Giving public comment and our ability to have input in this environmental review process is really a cornerstone of democracy, and we must take into account the overwhelming amount of voices speaking out against this project.

This project has significant and unavoidable impact on our climate, environment, and health of our communities, something that must be reflected in a more comprehensive manner in the Draft EIS. Because of the unavoidable impacts and because of the fact that this company has already lied while applying for permits to move forward with the no action permits.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002084***

Received: 6/7/2016 4:49:26 PM
Commenter: Cliff Crawford
Organization:
State:

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

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0001054***

Received: 5/24/2016 6:41:22 PM
Commenter: Abigail Crespo
Organization:
State:

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

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete â€" it’s time for progress. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0002071***

Received: 6/7/2016 4:33:21 PM
Commenter: Judy Crist
Organization:
State:

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

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. When the trains are loaded in Montana, Millennium puts a liquid cover, like a glue, on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0001303***

Received: 5/26/2016 6:51:53 PM
Commenter: Pamela Crist
Organization:
State:

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

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001346***

Received: 5/26/2016 7:10:35 PM
Commenter: Lindsy Criswell
Organization:
State:

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

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. I appreciate you considering this feedback.

Submission Number: ***TRANS-LV-M2-00046***

Received: 5/24/2016 12:00:00 AM
Commenter: Nancy Cronbach
Organization:
State: Oregon

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

Hi, I'm Dr. Nancy Cronbach (phonetic). I'm an oncologist from Portland. I urge you to select the no action alternative in the final EIS. These exhaust particulate matter causes asthma, heart disease, lung disease, and cancers of the digestive tract, breast and lung. It causes brain development disorders in children. And exposure in pregnant females has been associated with lung and heart disease in their offspring.

The Draft EIS ignores admissions studies done by UW Professor Daniel Gaffney in neighborhoods in Seattle, in towns along the Columbia Gorge in Washington. The Seattle setting in 2013 found that trains add 6.8 micrograms per meter square pm 2.5 to the background pollution.

The EIS does not evaluate the concentration, the concentration of pm 2.5 in relation to the proximity to the rail lines. The EIS does not contain any estimates of the various health impact caused by diesel particulate matter and the health of future generations.

It does not contain any estimate of the health impacts on minority and low income populations. The Website of the EIS contains the title Health Impact Assessment. No report exists. Until that report is available for public comment, you should select a no action option.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001534***

Received: 5/31/2016 4:52:06 PM
Commenter: JR Crook
Organization:
State:

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

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002006***

Received: 6/6/2016 2:54:07 PM
Commenter: fallon cross
Organization:
State:

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

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0001784***

Received: 6/2/2016 5:03:50 PM
Commenter: Kenneth Cross
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002836***

Received: 6/13/2016 2:42:25 PM
Commenter: Judy Crowder
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003073***

Received: 6/13/2016 5:16:19 PM
Commenter: Judy Crowder
Organization:
State: Washington

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

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002411***

Received: 6/9/2016 6:18:13 PM
Commenter: Charles Crowell
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0000608***

Received: 5/19/2016 7:00:53 PM
Commenter: Donald Crumley
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â €" it's time to move this proposal forward! This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002490***

Received: 6/10/2016 2:38:48 PM
Commenter: Nancy Crumpacker
Organization:
State: Oregon

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

I am an oncologist from Portland. I urge you to select the "No Action Alternative" in the EIS as presented on your website as of June 10, 2016, because it does not contain a Health Impact Statement (HIA). Is this HIA limited as your website (http://www.millenniumbulkeiswa.gov/health-impact-assessment.html) stated on 6/10/2016: The assessment will focus on neighborhoods near the proposed project, and community facilities along the BNSF rail line in Cowlitz County? How can the remainder of the citizens of Washington who live along the train tracks be ignored? Diesel exhaust particulate matter causes asthma, heart disease, lung disease, and cancers of the digestive tract, breast and lung. It causes brain development disorders in children. Exposure in pregnant females is associated with lung and heart disorders in their offspring. Diesel exhaust in the gaseous phase contains benzene, formaldehyde, acrolein, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons-all carcinogens. Coal dust inhalation causes chronic obstructive lung disease, pneumoconiosis and diminished lung function. Coal dust contains the neurotoxins mercury and lead; and the carcinogens arsenic and polycyclic aromatic hydrocarbons. Lead ingestion can cause anemia, hypertension, and chronic kidney disease. A comprehensive HIA should address the potential human health impacts and mitigation strategies along the entire length of the statewide train corridor (in Washington and Oregon) in addition to those at the project site. It should address the potential health impacts and mitigation strategies along the Washington/Oregon shipping lanes. What will be the coal dust and diesel particulate matter (PM2.5 and PM 10) exposure to people living at 50 ft, 100 ft, 200 ft, 500 ft, 1000 ft from the tracks when a coal train passes-on a daily and annual basis? How will wind and rain runoff affect exposures? What will be the coal dust and diesel particulate matter (PM2.5 and PM 10) exposure to people living at 50 ft, 100 ft, 200 ft, 500 ft, 1000 ft from the Columbia River in Longview and along the river from Longview to the mouth of the Columbia River as coal-laden ships pass-on a daily and annual basis? How will wind and rain runoff affect exposures? To address the full range of health impacts, experts need to know the chemical composition of the Powder River Basin coal and the Uinta Basin coal. What are the expected medical care costs to the state when vulnerable populations use state funds to treat their cancers and lung/heart diseases-short-term and long-term? What is the cost to local and state tax payers who fund education for those suffering neurologic development disorders like ADHD, autism spectrum disorder and lowered IQ? What is the cost to local and state tax payers who fund the judicial system to deal with the increase in delinquent behavior of lead-exposed youth? What is the cost to the state in lost production of public and private employees? How will these figures change over the next 20 and 30 years? What mechanisms will be put in place to monitor the impacts on health of exposed citizens and the efficacy of mitigation methods? Modeling should use either the California Office of Environmental Health Hazard Assessment tools and modeling protocol or the EPA Air Toxics Community Multiscale Air Quality Model to predict multiple pollutant effects on the affected communities. The modeling protocol should be approved by the Washington Department of Ecology and the EPA. The modeling should be performed by consultants familiar with the models and with interpreting the results. In the absence of a comprehensive health impact assessment, I urge you to select the "No action alternative".

Submission Number: ***MBTL-SEPA-DEIS-0001669***

Received: 5/31/2016 6:31:56 PM
Commenter: Claudine Cruse
Organization:
State:

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

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project’s permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0002277***

Received: 6/9/2016 4:47:32 PM
Commenter: Angela Cruze
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. I’ll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0002809***

Received: 6/13/2016 2:32:30 PM
Commenter: Fernando Cuglievan
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003030***

Received: 6/13/2016 4:44:31 PM
Commenter: Fernando Cuglievan
Organization:
State: Washington

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

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000053***

Received: 5/3/2016 2:49:07 PM
Commenter: Patrick Cullinane
Organization:
State:

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

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you. Sincerely, Patrick J Cullinane (union carpenter)

Submission Number: ***TRANS-LV-M1-00028***

Received: 5/24/2016 12:00:00 AM
Commenter: Patricia Culver
Organization:
State: Washington

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

Submission Text

Hello. My name is Patricia Culver. I'm here to try to represent, I think, people along the railroad lines. I live in Skamania County. I live, on one side I have the Columbia River, and on the other side of my small community of about 65 people we have the railroad train. And I'm about 75 yards from the train. And I didn't bring -- I did, it's in my purse. I wiped the table outside the back of my house this morning and, this is after raining yesterday. Believe me, the white cloth isn't as black as it is if I wait two days, but it's black from just overnight. So that's just coal trains going through overnight. Anyway, I really support everything that's being said here, particularly listening to the physicians because they certainly see the patients. I just wanted to say that. I used to love the trains. In fact, I used to have visitors, and they would come down in the morning and say, you know you've got stereo trains here? Trains on the Oregon side, trains on the other side of my house, and I could hear them all night long. I don't mind the trains. It's the coal dust that I'm mostly concerned about. And my concern is not just local, because the transport and the storage of dusty coal results in global warming and pollution. We need to look for our future. The proposed coal terminal won't directly affect me but the coal trains going through definitely will. All the miles along the track affects all of us. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001227***

Received: 5/26/2016 6:05:17 PM
Commenter: Ryan Cunningham
Organization:
State:

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

Submission Text

Moving this project forward is important to me, my family and my community. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0000583***

Received: 5/19/2016 6:28:14 PM
Commenter: Clara Curran
Organization:
State:

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

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***TRANS-PASCO-M2-00007***

Received: 6/2/2016 12:00:00 AM
Commenter: Curtis
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I'm Curtis from Pasco, Washington. I'm in favor of the plant.

If you look at this and you read all of the Environmental Impact Statements have been passed. They've all gone through, those things have been approved, and yet we have those that oppose it. Yet those people still want jobs too. We need jobs in the state of Washington.

As Steve Christianson mentioned, we have taxes, schools need to be funded. We have so many things that need to be funded here in the state of Washington yet we put our heads in the sand and say no to things that will produce revenue and tax revenue.

We've met the requirements, so it needs to go through. Thank you.

curtis, andrew (0185)

Submission Number: ***MBTL-SEPA-DEIS-0000185***

Received: 5/10/2016 3:19:31 PM
Commenter: andrew curtis
Organization:
State: Colorado

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

Being good stewards of this ONE earth we were gifted is of utmost importance and it's projects like these that prove that corporate america is still only interested in their own profits and NOT our precious live sustaining ecosystem, and the health of every living organism in it. Bad Idea.

Submission Number: ***MBTL-SEPA-DEIS-0002489***

Received: 6/10/2016 2:38:40 PM
Commenter: Leah Curtsinger
Organization:
State: Colorado

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

Submission Text

I support the Millennium Bulk Terminal-Longview for the export of Wyoming's clean coal to the international market. Wyoming has long been a good steward of the land. Our resources & this terminal offers one of the nation's greatest long-term economic opportunities --- to provide our overseas allies, partners and future partners with energy that was brought to the market responsibly, with safe, good paying jobs that support hard-working Americans and our families. Wyoming coal companies have won awards from our U.S. regulators for their incredible work to reclaim and return coal country to a state better than it was before being mined. These coal companies have helped native plants & animals thrive while removing invasive species. Additionally, Wyoming coal can uniquely support domestic and international needs. These careful preparations, precautions and future-looking companies provide the international market with less-costly, safe and reliable energy. By allowing Millennium Bulk Terminal to proceed, Wyoming and its incredible coal resources are playing a part in reducing and curbing human rights violations, environmental problems and unregulated practices of other nations seeking affordable energy sources. By Wyoming offering a product that can be more accessible to other nations, those nations have less reason to pursue desperate, dangerous & ill-conceived mining operations --- without the same oversight or environmental regulations our Wyoming operators meet daily. Wyoming's coal is a responsibly harvested product that provides warmth for homes, reliable electricity for places that don't have reliable electricity, and with electricity, peoples and nations gain freedoms, greater rights and better access to things like modern healthcare. Therefore, Millennium Bulk Terminal isn't just a terminal -- it's a gateway to providing affordable and needed energy to the rest of the world in a way that's meaningful, economical & responsible.

Cyr, Joseph (0613)

Submission Number: ***MBTL-SEPA-DEIS-0000613***

Received: 5/19/2016 7:09:06 PM
Commenter: Joseph Cyr
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Czoski, Kathleen (2828)

Submission Number: ***MBTL-SEPA-DEIS-0002828***

Received: 6/13/2016 2:39:25 PM
Commenter: Kathleen Czoski
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003067***

Received: 6/13/2016 5:14:10 PM
Commenter: Kathleen Czoski
Organization:
State: Washington

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

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002580***

Received: 6/13/2016 5:25:12 AM
Commenter: Kristen D
Organization:
State: Washington

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

I attended the Longview meeting with an open mind, trying to hear both sides of the story. I didn't have a shirt, or a sign, or a slogan, I just went because I knew this was an important issue in our community. After attending however, I have to conclude that the potential impacts are too great, and the pay off too small to consider building this terminal. While the EIS is thorough, I do feel that many people at the meeting pointed out parts of the EIS that were notably lacking and deserved considerable more attention. The main concerns I have, were ones that others voiced at the meeting. Some of my biggest concerns have to do with the insufficient rail structure, what will the potential impacts be… derailments, accidents, potential environmental spills that could occur in land or water, potential fires if coal spills and ignites, traffic impacts, emergency vehicle impacts and delays locally (Longview) and along the train route… When and if will these rails be sufficient for the volume of the proposed project, and what price will we have to pay before they are up to capacity? Will there be permanent environmental damage if we encounter a spill that we are under prepared to handle? As a tax payer, will I be responsible for paying for these clean ups? Or will people lose their lives because they can't get timely emergency assistance? Will people be forced to choose alternate routes to commute due to traffic delays, causing more CO2 emissions in addition to extra time cars are idling? Even if the new rails are built, how will local traffic still be impacted due to the sheer volume of the lengthy railcars? Will there still be long traffic delays, problems for emergency response teams? In addition, I am also concerned about the long term impacts of this plan as well. I don't feel that sufficient attention was given to the accumulation of potential environmental and health hazards over long periods of time. An assessment was done in terms of the "small amounts," of accumulation, implying the amounts are indiscriminate, but what do these small amounts mean over time for health impacts on children and more vulnerable population, for fish and wildlife population and the local environment, and for the health of the planet overall in terms of climate change? Mercury for example, builds in the body over time, so while initial amounts may be small, what will those amounts be after many years? People at the meeting asked for a more in depth human health assessment, and I agree the public deserves this information. Also, I was concerned about the accuracy of the numbers used in environmental projects in this EIS. A woman at the Longview meeting sited references of an existing coal terminal in Australia, saying that the numbers used in this EIS did not use the numbers comparable to the terminal in Australia, and suggested that this would actually be a fairly accurate comparison, in terms of volume and type of production. If this was the case, she said, the numbers in this EIS would be underestimations of environmental impacts. If this is the case, that this EIS underestimates this projection and the environmental impacts are greater than projected, who is held responsible for this discrepancy if this project passes? Who is going to be making sure that the impacts stay as "small" as projected. And if Millennium falls short of their ideal, will they be required to shut down? Or will they just be fined, able to continue their business, and the environment pays a price? I have lived many other places, but I moved back to the Pacific Northwest because I enjoy the natural beauty and resources we have here that are unmatched anywhere else. They are unmatched not only because of the uniqueness of this area, but because of the strong measures that we take to choose to protect what we have. No job is worth the price of the longevity of the health of the public and planet. Choose a better alternative. Vote no for coal.

Dahmer, Lisa (0707)

Submission Number: ***MBTL-SEPA-DEIS-0000707***

Received: 5/23/2016 12:54:14 PM
Commenter: Lisa Dahmer
Organization:
State:

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

Thank you for the opportunity to reach out on this important issue. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it’s time to let it. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

RECEIVED
JUN 13 2016

To: Washington Department of Ecology, and Cowlitz County Commission,

I am writing to urge the Washington Department of Ecology and the Cowlitz County Commission to deny the request from Millennium Bulk Terminal Company to transfer 44 million metric tons of coal each year at its facility in Longview, WA.

The proposal has many disturbing features. The coal would be coming from open pit mines in Wyoming, Montana, Colorado, or Utah. Such mines are associated with serious environmental damage. The trains transferring the coal to Longview, WA, would adversely affect the air quality in the communities along the route, particularly in the scenic Columbia River Gorge. Without any doubt, the residents living near the rail routes would have their "quality of life" diminished due to the increase of mile long trains transporting coal.

Please think about the future. Using coal for energy in the United States is decreasing due to the US policy to reduce global warming. The Columbia River should not be used as a route to ship coal overseas where its use would be contributing to global warming.

Sincerely,

Mary Lou Daily, 8335 SW Mapleridge Dr, Portland, OR 72259

Mary Lou Daily

Submission Number: ***MBTL-SEPA-DEIS-0000410***

Received: 5/17/2016 6:28:40 PM
Commenter: Ron Dakota
Organization:
State:

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

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many let's makes it happen. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State’s role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0002202***

Received: 6/7/2016 7:18:18 PM
Commenter: Stacy Dalgarno
Organization:
State:

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

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***TRANS-LV-M2-00084***

Received: 5/24/2016 12:00:00 AM
Commenter: Daniel Dalquist
Organization:
State: Washington

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

Hi, my name is Daniel Dalquist (phonetic), and I live in Klickitat County. The DEIS needs to uphold continuing the preserving of resources for future generations. There are 185 identified critical or endangered species recognized in the Columbia Gorge National Scenic Area Management Plan.

Unfortunately, the DEIS only recognizes a handful of those species. Without adequate protection, these species will begin to feel even greater impact. The University of Washington did a study showing the magnitude of coal dust lost on the tracks which can poison plants and animals. This study is not even acknowledged in the DEIS.

Protecting our endangered and critical species is essential to our planet's ecosystems. The DEIS produces 19 train accidents per year, yet does not address who will pay for the cleanup. It does not talk about who will restore the environment. It does not talk about the environmental degradation which unfortunately will last for decades.

The DEIS does not address the impact of 1,680 Panamax bulk vessels along the Columbia River. As much as the people want the focus of this terminal to be on the economics of Longview, the scoping hearings have already determined what we are talking about. We're talking about source diverge. That means me, that means the Columbia River Gorge, that means our homes, our animals, our economy and community too.

Ecology teaches us that everything is connected. This is bigger than Longview. This is bigger than one generation. This is about our planet and our future. Thank you. Please deny these permits. Please be responsible with our future.

Submission Number: ***TRANS-PASCO-M1-00039***

Received: 6/2/2016 12:00:00 AM
Commenter: Daniel Dalquist
Organization:
State: Washington

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

Hi, my name is Daniel Dalquist (phonetic), and I live in Klickitat County. The DEIS needs to uphold continuing the preserving resources for future generations. There are 185 identified critical or endangered species recognized in the Columbia Gorge National Scenic Area Management Plan. Unfortunately the DEIS only recognizes a handful of those species. Without adequate protection, these species will begin to feel even greater impact.

The University of Washington did a study showing the magnitude of coal dust lost on tracks which can poison plants and animals. This study is not acknowledged in the DEIS. Protecting our endangered and critical species is essential to our planet's ecosystems.

The DEIS predicts 19 train accidents per year, but will not address who will pay for the cleanup. It does not talk about who will restore the environment. It does not address the environmental degradation that will unfortunately last for decades.

The DEIS does not address the 1,680 Panamax bulk vessels along the Columbia River. Ecology teaches us that everything is connected. This is bigger than Pasco. This is bigger than one generation. This is about our planet and our future.

Thank you. Please deny these permits. Please be responsible with my future.

Submission Number: ***MBTL-SEPA-DEIS-0002241***

Received: 6/8/2016 11:12:56 PM
Commenter: Dalton
Organization:
State: Oregon

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

Submission Text

Coal is a finite resource and when it runs out or it is outlawed, the people of Longview will be unemployed again. If we export coal to Asia, we are vulnerable to the ups and downs of the Asian market. The communities of the Pacific Northwest have the capability of being self-sufficient. We do not need to wait for CEOs from outside the northwest to put us to work. Agriculture is a recession-proof industry. Extraction industries have a long history of kicking workers to the curb when they are no longer needed. The communities in this country where coal is mined are generally all still poor. Since 2012 more than 40 coal companies have gone bankrupt. The only person saying that coal dust is not an issue is the CEO of the coal company. Many of the people advising against the terminal are doctors and nurses. We who are anti-terminal are not in this for financial gain. There is no ulterior motive, we only want to live in a region free of cancer, lead poisoning, infant mortality, and birth defects. We want to live in a region where we can swim without getting sick. Accidents do happen, an oil train derailed and exploded in Canada killing 42 people. Another oil train derailed and exploded near Hood River spilling 42,000 gallons of crude into the Gorge. This is enough. Do the right thing.

Submission Number: ***MBTL-SEPA-DEIS-0002290***

Received: 6/9/2016 4:54:40 PM
Commenter: Joe Damiano
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Coal is killing the planet. Montana needs to find better and less damaging sources of employment. Jobs and profits alone are not great reasons for adding more pollutants to the atmosphere. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold’s site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON’T have Millennium fully operational. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0002159***

Received: 6/7/2016 6:44:43 PM
Commenter: Conrad Damori
Organization:
State:

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

Submission Text

I've been following this issue, and am glad to have the chance to weigh in. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002415***

Received: 6/9/2016 6:20:36 PM
Commenter: Merle Daniel
Organization:
State:

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

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for letting me submit my opinions and show my support for the project.

Darby, Hayley (2237)

Submission Number: ***MBTL-SEPA-DEIS-0002237***

Received: 6/8/2016 1:40:35 PM
Commenter: Hayley Darby
Organization:
State: Oregon

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

Submission Text

We have to take action to curb the release of greenhouse gases into the atmosphere. Part of doing this is to stop investing in the fossil fuel industry. We cannot simply talk about mitigating antropogenic climate change with plans that start a decade or more in future. Salmon and steelhead populations are declining right now. Aquifer safety is declining now. Severe drought in the breadbasket of the United States is occurring now. The ocean temperature is increasing beyond levels suitable for its inhabitants now. It is essential for our region to focus on alternatives to fossil fuel powered economy. No terminal!

Submission Number: ***MBTL-SEPA-DEIS-0002269***

Received: 6/9/2016 3:16:07 PM
Commenter: Edward Darcy
Organization:
State: Wyoming

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

I support the proposed Millennium Bulk Terminals in Longview, WA. This project will provide jobs in Mining and associated support industries in major coal producing States in the Rocky Mountains. It will provide jobs in Rail Road and associated support industries. It will provide jobs in shore based and Maritime industries in WA. The project and all associated industries will provide tax revenue for Federal, State, and local governments. Sale of coal to foreign nations will help our balance of payments. WY coal is clean, i.e. it is low in sulphur and it has a high BTU rating per pound.

5/26/16

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☑ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☑ Water Quality
- ☐ EIS Regulatory Process
- ☒ Other topic pH of Oceans

$CO_2 + H_2O = H_2CO_3 = HCO_3^- + H^+$

PLEASE SHARE YOUR COMMENTS BELOW:

I support no Action Option
Reviewing provided materials The effect of ~~CO_2 on~~ dissolved CO_2 on The pH of water is not mentioned. Acidification of fish water has been an issue for 40 years. The pH of the ocean is dropping which causes coral reefs to die + dissolve. This prevents survival of new recruits coral + shellfish. 44 million tons of coal

(additional space is provided on the back)

(comment continued)

burned wherever dumps 123 million tons of CO_2 gas daily into The air further impacting pH.

Darden, Pat (3702)

8.2 → 8.1 in 25 years

The fact that pH in oceans is dropping ie becoming more acidic is alarming
There is a tremendous buffer to resist pH changes as life generally exists at pH 7–8.5.
Yet the pH is changing – dropping suggesting that the ocean is saturated & buffering system exhausted.
We must stop loading our environment.

pH CO_2 is not addressed in EIS.
last 200 years ocean 30% more acidic

The only way I could support this is if developer & coal exporter & the ultimate user were required to subsidize million square miles of solar collectors to generate electricity or at least number of collectors to generate level of Electricity equal to their coal electric production

P T Darden
509 868 6591

This should be a survival question not an economic issue.
What will be the economic consequences of water rise 2 feet, pH drop of another 0.4
(No coral reefs, no oysters of clams
How do our few jobs compare to survival of polynesian culture?
How do our few jobs compare to survival of

Submission Number: ***MBTL-SEPA-DEIS-0001615***

Received: 5/31/2016 5:51:00 PM
Commenter: Ben Darling
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn’t like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0001616***

Received: 5/31/2016 5:51:40 PM
Commenter: Kristine Darlington
Organization:
State:

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

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it’s time for progress. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Darlow, Laurie (0230)

Submission Number: ***MBTL-SEPA-DEIS-0000230***

Received: 5/10/2016 5:25:07 PM
Commenter: Laurie Darlow
Organization:
State:

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

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium’s proposal is unprecedented and has far reaching economic implications. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0001973***

Received: 6/6/2016 2:21:23 PM
Commenter: Brian Darrington
Organization:
State:

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

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000762***

Received: 5/23/2016 2:06:44 PM
Commenter: Nadine Daszkiewicz
Organization:
State:

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

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0000621***

Received: 5/19/2016 7:35:44 PM
Commenter: Barry Daughenbaugh
Organization:
State:

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

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Thanks for considering my comments.

Submission Number: ***TRANS-SPOKANE-M2-00035***

Received: 5/26/2016 12:00:00 AM
Commenter: Dave
Organization:
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 Dave (inaudible.) I'm a resident here in the city of Spokane. We live down wind from the railroad tracks, about three blocks away, a little less. We are exposed directly, and I can tell you first hand that coal is dirty and that diesel engines put out a lot of soot.

We can see it with our naked eye. We can also go out on our balcony on a daily basis and clean our picnic table off, the glass top, clean it off with a white rag that turns black. That's not pollen, that's not the kind of pollution dust that we had on the south hill when we lived there, that's soot. That's diesel.

So why, why are we going to sell our soul for a few jobs. Because the people that really want the coal are on the other side of the ocean in a planned economy that many of the proponents believe is the heighth of, you know, the most reported economic system there is. They want the coal so they can burn our coal and add value and produce steel and other products and sell it back to us. That's what the jobs really will be.

The few jobs we will have here will be minor compared to what they will be enjoying, doing what they want to do, which is build their economy.

Submission Number: ***TRANS-SPOKANE-Q2-00007***

Received: 5/26/2016 12:00:00 AM
Commenter: David
Organization:
State:

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

My name is David. I'm currently a wheat farmer in eastern Washington. Now, for 45 years before I took over the family farm, I was a research geologist, most recently with the U.S. Geological Survey. But I held several positions in research of earth issues.

My thesis had to do with carbon dioxide, really, and how it's sequestered naturally into rock. It's a natural process. Nobody appreciates it, but all of the carbon dioxide that's emanated from all the sources eventually goes into limestone or dolomite. What is emitted by humans is completely irrelevant. It is so tiny.

So the air that's spoken here in the CO2 issue is this: People mistakenly conflate the Millenium Bulk Terminal project with the environment. They mistakenly conflate the MBT project with global warming, climate change, carbon dioxide. Certainly it's going to export coal and all, but that's a mistake to confuse those factors too. So everything is unrelated.

This is because it is fact that carbon dioxide cannot cause climate change or warm the planet. Carbon dioxide pollution -- and I put that in quotes, exists only in the minds of Barack Obama, Al Gore, and company. And by this conflation they expose their subject matter illiteracy.

Their error is not recognizing the role of water vapor. As a greenhouse substance, water vapor is 2,600 times more potent a weather maker than carbon dioxide, particularly the carbon dioxide from human sources, which represents about one percent of total carbon dioxide emitted into the atmosphere.

Washingtonians are smarter than this and they recognize this. And there is scientific fact and subject experts to support what I say. And I, too, lecture on this subject.

The first, more than 31,000 American scientists petitioned the president, including 9,000 with PhDs, saying that limiting greenhouse gasses would hinder both mankind and advancements in science and technology. Its first signer was physicist Edward Teller, the person that invented the H-bomb and founder of Lawrence Livermore Laboratory. Also signers were 660 scientists from Washington State and 350 from Oregon.

Number two, John Coleman, a now retired gentleman, founded The Weather Channel. And he was the first meteorologist on the Good Morning America show. He says there's no such thing as global warming. This from a meteorologist.

Environmentalists realize this too, that CO2 is not doing its job and that the temperature had not warmed as they'd hoped for the last 18 years based on satellite and balloon records. So they changed their mantra to climate change. Why? Because climate on earth has changed for four billion years, so it's easy for them to say it's causing climate change because the climate changes all the time. How convenient.

Three, Professor Freeman Dyson, also a physicist who succeeded Albert Einstein at Princeton University when they were looking for the most brilliant physicist on earth, says of climate modelers, those who predict there's going to be a warming of the planet from their computers, he says to get Al Gore's climate apocalypse, modelers make clouds form in their computers to produce warming in a manner shown to be untrue.

Physicist Dr. Ivar Giaever from Rensselaer Polytechnic Institute, the 1973 Nobel Prize winner in physics, mocks the president, President Obama, for saying that no challenge poses a greater threat to future generations than climate change. He says the President is dead wrong on global warming. He calls the President delusional on global warming.

So to conclude, we have both the MBT project, and oil and coal, and we can have it all together without affecting the environment.

Submission Number: ***MBTL-SEPA-DEIS-0000016***

Received: 4/29/2016 10:01:31 PM
Commenter: Wolter David
Organization:
State: Washington

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

Submission Text

Millennium will greatly benefit the Longview, Cowlitz County, Clark County and Washington State citizens in an immense number of ways, far outweighing minute potentials for risk. Those minuscule risks being greatly mitigated throughout the coals movement from the mines. Those not supporting this company and project are being misinformed by the hyperbola being spread by the organizations which are misguiding the regular citizens. Opponents are found to be irresponsible in their statements with scant relevant information, apparently garnered from the strongest of smear campaign voices. The misinformation shows clear lack of education in the pertinent details of transporting, unloading staging and dockside loading of coal. A clear, strong, NON-POLITICAL analysis and rendering of the correct decision, within the preview of those with decision authority, is needed. That is the only decision that will be accepted by those truly knowledgable of those things that the State of Washington are to control.

Submission Number: ***MBTL-SEPA-DEIS-0000315***

Received: 5/11/2016 1:32:31 AM
Commenter: DUANE DAVIDSON
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0002606***

Received: 6/13/2016 11:19:35 AM
Commenter: Larry Davidson
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-SPOKANE-Q2-00006***

Received: 5/26/2016 12:00:00 AM
Commenter: Patrick Davidson
Organization:
State:

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

My name is Patrick Davidson. I'm against the proposed coal export. I support a no-action option. Reviewing the provided materials on the environment, the EIS does not address the effects of dissolved CO2 on the pH of water or the ocean. The ocean has currently dropped in pH, a .1 drop in 25 years. It turns out that 44 million tons of coal burned daily, wherever happens to be burned, dumps into the environment 123 million tons of the CO2 gas. 25 percent of this dissolves into the water, further impacting the pH.

Life in the ocean generally exists in the pH range of 8.2 with a range of 7.5 to 8.2. In the last 200 years, the pH of the water dropped .2. Now it has dropped .1 in the last 25 years and it's predicted to drop .4 in the next 25 years.

This affects the survival of our shellfish, of our fish, our food chain. Essentially that the pH is sensitive and has been dropping at all suggests that our ocean is saturated with CO2, that the pH buffering system that exists naturally has broken down. We cannot afford to load any more CO2 into the water/atmosphere. This should be a survival question, not an economic question.

What will the economic consequence of water rising two feet, pH dropping four-tenths, compared -- how does this compare to our few miserable jobs compared to the survival of Polynesian culture, Hawaiian culture, people throughout the Indonesian archipelago.

The only way I could support this is if the developer, the coal exporter, the ultimate end user, were required to subsidize solar collectors to produce the same amount of electricity as they are hoping to generate with coal.

Submission Number: ***TRANS-LV-M2-00118***

Received: 5/24/2016 12:00:00 AM
Commenter: Todd Davidson
Organization:
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 Todd Davidson (phonetic). I live in Cascadia. My home is Tumwater, Washington. My comment is related to the consideration of the impact of greenhouse gas emissions from the coal to be exported to the point made by the gentleman from Chamber of Commerce against sitting president in the EIS regulatory process.

The fossil fuel industry wants the process to not consider the global environmental impacts and only consider the local and directly, immediate observable impacts. In short, the industry does not want any change or progress addressing the real and present dangers of increasing gas emissions and climate change.

I think this is dangerous and absurd. If not now, when? When do we start not addressing the next increase to the climate crisis? Every individual project can be represented as inconsequential in the larger picture when, in fact, each project is collectively adding to the disaster in the making.

It's time to set a new precedence, to make history, to make the change we need to proceed toward what the great majority knows is right, reducing greenhouse gas emissions now.

It's a scientifically proven fact that every step of gorge (phonetic) destruction: Transportation, handling, burning, and disposal of the ash is harmful to the human beings and every ecosystem and communities in the area of these operations.

Proven beyond doubt that burning 44 million tons a year will adversely affect all people everywhere due to the manifold and far-reaching impacts. The greatest environmental impact of the process will be the precedence it sets and the fossil fuel industry knows this.

But the worse precedence will be to approve the status quo and accept the incremental nonstop increase of climate change, the offerings of which are bad beyond financial issues and jobs. Let's set a new precedence. Keep the coal in the ground and preserve this planet as it has been for millennia: Clean, green, abundant, and life sustaining.

The precedence, it multiplies its impacts going forward and stops more future fossil fuel extraction projects before they even get to the drawing board.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002102***

Received: 6/7/2016 5:01:43 PM
Commenter: Adam Davis
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

RECEIVED
JUN 10 2016

PO Box 4511

South Colby, WA 98384

June 9, 2016

Millenium Bulk Terminal EIS

C/o ICF International

710 Second Avenue, Suite 550

Seattle, WA 98104

I am writing to voice my hope that Washington State will not become a hub for exporting coal overseas to contribute to climate change and add to pollution that endangers the health of everyone. At some point we have to take realistic steps to reign in our reliance on jobs and activities that are destructive and have tragic externalities for all life on our planet. Do we really want jobs that will produce more children with asthma, adults with chronic lung disease, and cancers?

Sincerely,

Barbara White Davis

Barbara White Davis

Submission Number: ***MBTL-SEPA-DEIS-0001548***

Received: 5/31/2016 5:03:05 PM
Commenter: Becky Davis
Organization:
State:

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

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0000294***

Received: 5/10/2016 7:18:05 PM
Commenter: Bill Davis
Organization:
State:

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

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0002851***

Received: 6/13/2016 2:48:00 PM
Commenter: Brad Davis
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003077***

Received: 6/13/2016 5:18:26 PM
Commenter: Brad Davis
Organization:
State: Washington

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

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000937***

Received: 5/24/2016 5:19:11 PM
Commenter: Carl Davis
Organization:
State:

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

Submission Text

Thank you for the opportunity to state my opinions on this important issue. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001082***

Received: 5/24/2016 7:01:39 PM
Commenter: Danny Davis
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied get on with it already. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0001173***

Received: 5/25/2016 5:04:36 PM
Commenter: Deb Davis
Organization:
State: Washington

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

We need to be moving away from coal - a dirty fuel. I do not support expanding facilities in this state (or country) to extract, transport and export this hazardous material. The air in Asia is already polluted enough. We are all on the same planet, regardless. In addition, I am concerned with the dust and pollutants from coal trains. We do not need more coal trains passing through our communities. I live about a mile from a rail line, very busy already with coal trains. I tell my grandkids to hold their breath while we are waiting for one to pass - but, that is not the answer. We need less coal in use -- not more. Thank you.

June 11, 2016

Dear US Army Corps of Engineers, WA Dept. of Ecology and Cowlitz County:

Re: the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS

I support the "no action" alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). Millennium's proposed coal export terminal would harm communities throughout the Northwest, with the most intense impacts felt in Longview, Washington, near the proposed terminal site as well as among residents along the Columbia River from Longview to Astoria. The project harms our health and safety, air and water quality, and natural resources. I urge your agencies to protect public health and natural resources. Reject coal export.

Economy: This is a short term commodities business that will disrupt the community, the quality of life for hundreds of thousands of citizens and endanger our most valuable natural resources. The energy consultancy, Wood Mackenzie forecasts a drop in thermal coal demand by China of 50-100 million metric tons annually for the next few years. They report that "When nuclear comes online and hydro comes online you can't stop them from replacing coal." Although the report highlights the impact of higher tax payments, it fails to delineate the higher costs to the taxpayer in increased fire and police costs; the building of the overpay at Oregon way, increased demands on infrastructure etc. The report should provide a detailed cost benefit analysis's people of Cowlitz County and others along the train and shipping routes will pay the price while reaping few if any benefits. The recent derailment of an oil train in Oregon is just one example of the unintended costs to taxpayers associated with this type of project. The dangers this project entails or borne by the citizens; the benefits flow to the miners, the railroads, the shippers and the Chinese.

Climate Change: Washington state is a national leader in the fight to combat climate change. Considering rail and vessel emissions alone, this project would be one of the biggest greenhouse gas emitters in Washington state. Coal export undermines the state's hard work to combat climate change and protect future generations.

River Traffic: The increase in the number of ships carrying coal is dramatic is the increased chance of a major spill in the Columbia River. As we saw earlier this year, a bulk container ship ran aground and ripped a large hole in its haul. It is one impact to have wheat or logs dumped in the river, but it would be devastating to have coal or any other type of fuel dumped after an inevitable accident.

Health & the Environment: The Draft EIS reveals many serious impacts to human health and the environment. It dismisses other impacts without a valid basis. The Final EIS should incorporate the best available science, real world examples, and a comprehensive Health Impact Assessment. The agencies undercut public, tribal, and agency input by failing to complete a Health Impact Assessment before releasing the Draft EIS. We ask that the final EIS evaluate the health impacts as they relate to the already unhealthy population of Cowlitz County. While ambient air quality under the current EIS may be thought safe, if does not address the impact of those with sensitivity. That is a large portion of our population, especially, young children with increasing rates of pulmonary problems such as asthma.

Noise: Although the EIS addresses noise pollution it also points out the noise from the trains is regulated by the Federal government and that there are no specific regulations to address the issue. We live across the river from Port Westward and are negatively impacted by the locomotive and car/wheel

noise there. We often have to close our windows at night just to be able to sleep. Your noise monitors cannot measure the psychological impact of noise on residents.

Rail Traffic: The Draft EIS demonstrates Millennium would have a severe impact on rail and road congestion. Because Millennium cannot fix this significant harm—from mine to terminal—the agencies should deny permits. As the report points out, the current rail lines cannot handle the increased capacity and there is not guarantee that the improvements required will be made. We have no trust in "promises."

Truck Traffic: It is difficult to fathom how the EIS downplays the impact of 88,000 truck trips, 35,000 rail cars, and 1,130 barge trips. The numbers are astounding. These will impact the quality of life for our residents.

Weak & Unenforceable Mitigation: In some instances, the Draft EIS claims mitigation can reduce coal dust, rail traffic, and other project impacts. For example, to mitigate coal dust from the terminal, the Draft EIS proposes a reporting process for coal dust complaints. This borders on offensive. A phone call or email to complain about coal dust fouling a person's lungs, home, and river is not "mitigation." The agencies should revise the Draft EIS and remove inadequate, unsupported, and unenforceable mitigation. Also, the proposed mitigation efforts including complaint lines etc. make no difference. We have experienced their ineffectiveness with the noxious emissions from Weyerhaeuser as they continue to emit noxious fumes. There are no effective penalties for violating these requirements. These firms can and do afford major fines.

Social Cohesion: The report minimizes the impact of social cohesion. These fossil fuel proposals are tearing the community apart. They provide an easy fix for politicians who then fail to look for 21st century jobs for our community rather than 19th century commodities jobs. Our brighter youth leave town for college and few come back because there is no work for the college educated. This project will continue to move Longview in the direction of the old rust belt cities of the east and Midwest.

Tribal Rights: As a country, we have too often ignored our promises to our Native American Population. This project will negatively impact their treaty rights, and that alone should lead to denial.

Socio-economic issues: Minority and low income people are the most impacted by this project. Longview has been chosen as the "last chance" location for this terminal because its population is poorly educated and does not have a political voice. Large amounts of private money have gone into building support for this project among those who will benefit most, politicians who want tax dollars, local business owners who will see a short term boost in business and the coal industry. We hope that this EIS process will give voice the hundreds of thousands of citizens who will be negatively impacted by this project rather than the few hundred who will benefit,

We appreciate the work you have done on this complex issue.

Thank you,

James & Judeth Davis

225 Eagle Crest Drive

Longview, WA 98632

Submission Number: ***MBTL-SEPA-DEIS-0000921***

Received: 5/24/2016 5:12:14 PM
Commenter: Jerry Davis
Organization:
State:

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

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000964***

Received: 5/24/2016 5:37:06 PM
Commenter: Jimmy Davis
Organization:
State:

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

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Media coverage would have us believe that transporting coal by rail through our state is unprecedented it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0000035***

Received: 5/1/2016 8:53:41 PM
Commenter: Larry and Sherry Davis
Organization:
State: Washington

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

Wrecking our river, health and property values to bail out the two bankrupt Coal corporations is not a good idea at all. It will destroy Longview. The lousy handful of jobs are not worth it. Do not fall for the lies from Millennium. Clean up that sight and bring in a strong, clean corporation. Those, healthy, positive jobs are out there. It is a good reason coal is going broke. Even China knows that.

Submission Number: ***MBTL-SEPA-DEIS-0001551***

Received: 5/31/2016 5:04:49 PM
Commenter: Richard Davis
Organization:
State:

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

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0003001***

Received: 6/13/2016 4:29:05 PM
Commenter: Sandra Davis
Organization:
State: Washington

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

Comment #1 - Longview Rail Crossings Table 5.1.4. - BNSF Spur and Reynolds Lead At -Grade Crossing Detail for Proposed Action-Related Trains - Planned Track Infrastructure shows unit train speed of 20 MPH through the Oregon Way and Industrial Way at-grade crossings in Longview. Assuming coal unit trains are 1.3 miles in length and Millennium's rail entrance a distance of approximately 1.5 miles from Oregon Way and Industrial Way at-grade crossings, it is very unlikely unit trains could stop or slow enough to enter Millennium's entrance traveling at this speed. One would assume the train would have to start braking "before" these two crossings. The ability of unit trains traveling at this 20 MPH speed and being able to complete the reported crossing time in 4 minutes cannot possibly be achieved. Please verify my findings and, if necessary, correct Table 5.1.4.

Submission Number: ***MBTL-SEPA-DEIS-0003005***

Received: 6/13/2016 4:31:23 PM
Commenter: Sandra Davis
Organization:
State: Washington

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

Comment #2 - B&O Taxes The DEIS reported that "operation of the Proposed Action would generate property taxes, combined state and local sales and use taxes, and B&O taxes." However, after communication with Washington State Department of Revenue, it was reported that transport of coal for export is exempt from Business and Occupation Tax (WAC 458-20-193C) as long as the delivery of the goods is made directly into the export channel and no change in composition of the product is made. I was unable to open the file of the SEPA Social and Community Resources Technical Report to obtain further information on the B&O taxes the proponent would pay to the state, please explain why the reported B&O taxes would be made and what the annual B&O taxes would total from the operation of this project.

Submission Number: ***MBTL-SEPA-DEIS-0003007***

Received: 6/13/2016 4:32:54 PM
Commenter: Sandra Davis
Organization:
State: Washington

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

Comment #3 - Coal Export Markets The Applicant anticipates their markets for coal would be Japan, South Korea, and Taiwan. What long-term commitments and contracts are in place to guarantee this coal terminal will be able to operate and be sustainable in the future? I request the No Action Alternative for Millennium's Proposed Action.

Submission Number: ***MBTL-SEPA-DEIS-0003011***

Received: 6/13/2016 4:34:09 PM
Commenter: Sandra Davis
Organization:
State: Washington

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

Comment #4 - Cleanup The proposed project will be located on property that is a former Reynolds Metals aluminum smelter. This site is in the final process stages of cleanup of contaminated material through oversight by the Washington Department of Ecology. As of this date, no Consent Decree has been signed by either participating party (NW Alloy or Millennium Bulk Terminals) and therefore no legal obligation by these parties has yet been made. With an unsigned Consent Decree, this Cleanup Action Plan is not legally binding. If Millennium Bulk Terminals fails to continue to be a participating party in the cleanup of hazardous materials on this site, the permits for building a coal export terminal should be delayed.

Submission Number: ***MBTL-SEPA-DEIS-0003013***

Received: 6/13/2016 4:35:22 PM
Commenter: Sandra Davis
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Comment #5 - Decommissioning The DEIS must include a plan for decommissioning of Millennium's coal terminal, along with financial assurances that Millennium and its parent company will be able to provide for this decommissioning and the cleanup from impacts left behind.

Submission Number: ***MBTL-SEPA-DEIS-0003014***

Received: 6/13/2016 4:36:34 PM
Commenter: Sandra Davis
Organization:
State: Washington

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

Comment #6 - Firefighting Plan The DEIS should include a detailed firefighting plan and a plan for training of local firefighters paid by Millennium Bulk Terminals. Coal is combustible and other possible chemicals could be stored onsite that will require special handling by these professionals.

Submission Number: ***MBTL-SEPA-DEIS-0003017***

Received: 6/13/2016 4:38:27 PM
Commenter: Sandra Davis
Organization:
State: Washington

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

Submission Text

Comment #7 -Train Noise Noise from unit trains through the City of Longview can be a health issue for people living along the rail lines. Four at-grade crossings will be made by coal unit trains coming into and out of the proposed project site for 24 hours each day. After a presentation before the Longview City Council on Millennium's proposed project, Ken Miller, then President of Millennium Bulk Terminals, telephoned me to answer a question that I had written on a card and was not answered due to time limitations. My question was regarding the noise from whistles of coal trains coming into and out of the coal terminal. Mr. Miller said that Millennium would fund improvements to make upgrades of the at-grade crossings so they would become "quiet" crossings. Shouldn't the word of the President of Millennium be a testament to the proponent's commitment to mitigate the health impacts from deafening train whistles in the middle of the night?

Submission Number: ***MBTL-SEPA-DEIS-0003022***

Received: 6/13/2016 4:40:48 PM
Commenter: Sandra Davis
Organization:
State: Washington

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

Submission Text

Comment #8 - Rail Improvements in Longview Rail and highway infrastructure improvements in the City of Longview must be made before the 16 coal unit trains proposed by Millennium's coal export terminal should be allowed to operate. These improvements include: an elevated intersection at SR432/SR433; an additional rail bridge across the Cowlitz River; a private, elevated entrance into the Weyerhaeuser plant; and other improvements to rail tracks. So far, the proposed improvements total $356 million which are planned to be funded by taxpayers. However, complete funding for this huge improvement project has not been committed and may never be available. Without the rail/highway infrastructure improvements, vehicle traffic will be at gridlock. All freight trucks, commercial vehicles, emergency vehicles and people trying to get to work would not be able to move in and out of the City of Longview. I request the No Action Alternative for Millennium's Proposed Action.

May 24, 2016

When in full operation, Millennium plans to add 16 coal trains a day onto Burlington Northern lines. The route segments from Idaho to Spokane - Spokane to Pasco - Pasco to Vancouver - Vancouver to Longview Junction - Longview Junction to Longview Switching Yard - Longview Switching Yard to Millennium and returning using the route of Longview Junction to Auburn - ALL would be over capacity with these added unit trains. The draft environmental impact statement states:

"It is expected that BNSF would make the necessary investments or operating changes to accommodate the growth in rail traffic, but it is unknown when these actions would be taken or permitted."

.....and it further states that this Proposed Action by Millennium could result in a significant adverse environmental impact on rail transportation.

I ask the Department of Ecology and Cowlitz County.....
What assurances are there that these improvements would be made to the rail lines by BNSF? What assurances are there that these improvements would be made in time to allow Millennium's operation?

The draft Environment Impact Statement is unclear how Millennium's project could be allowed to proceed. Therefore, I am asking for the No Action Alternative.

Sandra Davis
1002 Abernathy Creek Rd.
Longview, WA 98632

Davis, Sandra (3626)

Table 5.1-5. Infrastructure Capacity and Projected Rail Traffic

Route Segment	Railroad	Subdivision	Current Traffic Control System[a]	Current Main Tracks[a]	Projected 2028 Capacity (trains/day)[b]	Miles	Estimated Baseline 2015 (trains/day)[b,c]	Projected Baseline Trains 2028 (trains/day)[b,c,e]	2028 with Proposed Action (trains/ day)	Projected 2028 Capacity Surplus (Deficit)[f]
Idaho/Washington State Line-Spokane	BNSF	Spokane	CTC	2	76	18.6	70	106	122	(46)
Spokane-Pasco	BNSF	Lakeside	CTC	1	38	145.5	39	56	72	(34)
Pasco-Vancouver	BNSF	Fallbridge	CTC	1	41	221.4	34	48	56	(15)
Vancouver-Longview Junction	BNSF	Seattle	CTC	2	80	34.8	50	73	81	(1)
Longview Junction-LVSW Yard (BNSF Spur)	BNSF	LVSW	TWC	1	16	2.1	7	7	23	(7)
LVSW Yard-Project Area (Reynolds Lead)	BNSF	LVSW	TWC	1	16	5.0	2	4	20	(4)
Longview Junction-Auburn	BNSF	Seattle	CTC	2	80	118.6	50	73	81	(1)
Auburn-Yakima	BNSF	Stampede	TWC	1	39	139.6	7	11	19	20
Yakima-Pasco	BNSF	Yakima Valley	TWC	1	39	89.4	7	11	19	20

Notes:
[a] Source Washington State Department of Transportation 2014b.
[b] Source Washington State Department of Transportation 2014b (without improvements), except LVSW rail line segments.
[c] Source: Federal Railroad Administration 2012; Wolter pers. comm.; Port of Longview pers. comm.
[e] Washington State Department of Transportation 2014b.
[f] Projected capacity surplus/deficit without infrastructure improvements or changes in operations. Shaded black values indicate a projected capacity deficit.
CTC = Centralized Traffic Control; TWC = Traffic Warrant Control

Submission Number: ***TRANS-LV-M2-00011***

Received: 5/24/2016 12:00:00 AM
Commenter: Sandra Davis
Organization:
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 Sandra Davis. I'm a resident of Longview, Washington. When in full operation Millennium plans to add 16 coal trains a day onto the Burlington Northern lines: The rail route segments from Idaho to Spokane, Spokane to Pasco, Pasco to Vancouver, Vancouver to Longview Junction, Longview Junction to Longview switching yard, Longview switching yard to Millennium and returning using the route of Longview Junction to Auburn all would be overcapacity with these added unit trains.

The Draft EIS states, quote, It is expected that Burlington Northern would make the necessary investments or operating changes to accommodate the growth in rail traffic, but it is unknown when these actions would be taken or permitted. And it further states that this proposed action by Millennium could result in a significant adverse environmental impact on rail transportation.

I ask the Department of Ecology and Cowlitz County what assurances are there that these improvements would be made to the rail lines by Burlington Northern? What assurances are there that these improvements would be made in time to allow Millennium's operation?

The Draft EIS is unclear how Millennium's project could be allowed to proceed. Therefore, I'm asking for the no action alternative.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002172***

Received: 6/7/2016 6:55:04 PM
Commenter: Weller Davis
Organization:
State:

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

Submission Text

I'm a Realtor and Planning Commissioner for the City of Longview. I serve on the board of Acts 9 and the Sister City Commission also. My wife and I are environmentally conscious. We recycle, share an economical car, and take many other regular, basic steps to respecting mother earth. We usually vote democrat and recently cast our vote for Bernie Sanders (for his socialist democratic ideas and NOT his environmental ideals). With that being said, we are STRONG proponents of the Millennium Bulk Terminals coal terminal project in Longview, which also happens to be where we reside, work, and where we were both born. No, we're not just a couple of yahoos that got bribed by an environmental interest group. (Many of those yahoos showed up by bus at the recent hearing in Cowlitz County). I've read as much as I can find on the Coal Terminal proposal and I can't find a good reason to deny it. I'll be able to hear, and possibly see it from my house. Does this excite me? No. I don't like the idea of the noise and dust it will create, but I know that A. it will vastly improve transportation and infrastructure to our industrial core. B. it will provide much needed construction jobs. C. it will provide a good number of permanent jobs, and D. it will add millions to tax revenues. Let's be sensible and build this terminal right away! Let's capitalize on cleaner coal!

Submission Number: ***MBTL-SEPA-DEIS-0001225***

Received: 5/26/2016 6:04:18 PM
Commenter: Greg Dawson
Organization:
State:

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

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***TRANS-SPOKANE-M1-00063***

Received: 5/26/2016 12:00:00 AM
Commenter: Marilee Day
Organization:
State: Oregon

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

Thank you very much for listening to all of these testimonies. I have but one more.

I'm Marilee Day. I'm a pediatric nurse practitioner, and I live in Portland, Oregon where I was a coordinator in the Lead and Asthma Prevention Program from Multnomah County.

I want to say right now that I think you need to have a health impact assessment and look at the cumulative amount of lead in the soils on the side of the trains and look at what they are at 50 feet, 100 feet and 200 feet. I also support the no-action alternative.

Coal contains heavy metals like lead and mercury. Coal is blown off of trains at a rate of one pound per car per mile.

Lead dust is 100 percent absorbed in infants unlike adults, it's inhaled. Lead is well known for harming neurodevelopment and cause severe toxic effects on children on multiple organs, widespread destruction of cellular function, it damages bone marrow, nervous system, and it harms the brain and it has caused seizures and schizophrenia as well.

There is no safe level of lead. There is no good treatment. Chelation therapy is difficult on them. It impairs -- it does not help the impairment and cognitive function. It is critical (inaudible).

Like Flint, Michigan, children do not get tested until it's too late, and they have poisoning. We don't want this corridor to be another Flint, Michigan. We have to know what we're getting into. We have to test the soil beforehand. If it has lead, we have to not pass it. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001887***

Received: 6/2/2016 7:40:46 PM
Commenter: gary dayton
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I believe coal is bad for people, animals, and the environment. We need to use more wind, solar, and water power in order to try and save our planet for future generations.

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

Received: 6/2/2016 12:00:00 AM
Commenter: Lisa Dayton
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello, my name is Lisa Dayton (phonetic) and I'm a Longview native.

I know that Cowlitz County needs jobs. My prior employer moved my job to Vancouver leaving me unemployed. It took me over a year to find a job in the Longview area. Of course, I could find a job in the Portland or Vancouver area, but that would mean a two-hour commute daily.

Thanks to Millennium I have a stable family- wage job that allows me to spend valuable time with my family. Millennium has been a good community member for the last five years. They support local charities and many of the employees, including myself, are active volunteers. As stated over and over again, Millennium is committed to adhering to the strict environmental standards to protect our communities despite all the rhetoric to the contrary about coal dust. I believe you can have both family wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001739***

Received: 6/1/2016 10:44:01 PM
Commenter: Deanna
Organization:
State: Oregon

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

Submission Text

A coal export terminal is not in the best interest of the American public nor the global community. While I can understand the interest in the economic of coal export, the few short-term economic benefits do NOT outweigh the fact that coal use is a dirty energy and contributing the problem of global climate change. With the average global temperature continuing to increase and the repercussions of climate change appearing in greater number and force, we should be doing everything we can to limit emissions and pursue a clean energy future. Coal export would thus not only negatively affect our local environment with the increase in export traffic and the associated impacts, but would also impact the entire globe through emissions. With the science that is known about climate change and its impacts, this is not a project that is responsible nor in the best interest of our citizens and planet. Thank you for your time and consideration of this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002024***

Received: 6/6/2016 3:06:52 PM
Commenter: Deanna
Organization:
State:

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

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. I greatly appreciate you considering my input.

Submission Number: ***TRANS-SPOKANE-M1-00042***

Received: 5/26/2016 12:00:00 AM
Commenter: Ken Decker
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. So my name is Ken Decker.

I live in Livingston, Montana along the rail route to the Longview terminal. Another name for that route is the (inaudible) away zone, and we and many other cities in Montana, Wyoming, and Idaho are squarely in.

The rails go right through the middle of the basin. Sixteen more trains a day will cause delay in emergency response, missed appointments, danger, and frustration at the few railroad crossings that we have. At times, half the city could be cut off from fire, police, and hospitals for too long.

We cannot prepare for this. It is far too expensive. There will be no help from the railroad or fossil fuel corporations. To quote two prominent citizens of Livingston, quote/unquote, the railroad comes in, creates problems, and then it leaves.

The other simply says, quote/unquote, we can do better than coal. We have to stop this in its tracks!

It is unthinkable with what we know about climate to keep feeding the fossil fuel industry. It means wealth for a few and a completely overheated climate for the rest of us.

As a community, Livingston gains absolutely nothing and has much to lose on our path to a healthy and bright future. We have museums, art galleries, fine restaurants, coffee shops, good solid local businesses, craftsmen, writers, bookstores and, according to a nationally known travel writer, we're named with one of the ten best hotels in the world. We are the gateway to Yellowstone National Park, and we want to keep it that way.

l urge you to consider us and all cities along this route in Montana, Wyoming, and Idaho in your Environmental Impact Study. Please, deny the Longview coal terminal. Thank you.

Decker, Paul (3703)

MILLENNIUM **Bulk Terminals-Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

It is my understanding ~~that~~ there is a global consensus among scientist that climate change is real and caused by fossil fuels. Knowing this, ~~I~~ why would anyone support the export of coal? This is a crude-backwards form of energy that belongs in the 19th century not the 21st.

(additional space is provided on the back)

(comment continued)

Paul Decker

Submission Number: ***MBTL-SEPA-DEIS-0002296***

Received: 6/9/2016 4:58:15 PM
Commenter: Tro Decker
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. I greatly appreciate you considering my input.

Dee, Lenny (0668)

Submission Number: ***MBTL-SEPA-DEIS-0000668***

Received: 5/22/2016 1:42:15 PM
Commenter: Lenny Dee
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support the no action alternative. Washington needs to continue to be a leader in responding to climate change

Submission Number: ***MBTL-SEPA-DEIS-0002924***

Received: 6/13/2016 3:15:24 PM
Commenter: Alexander DeGoede
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002839***

Received: 6/13/2016 2:43:47 PM
Commenter: Jack DeGoede
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002855***

Received: 6/13/2016 2:48:45 PM
Commenter: Shelli DeJager
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002840***

Received: 6/13/2016 2:43:47 PM
Commenter: Joseph Delay
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001031***

Received: 5/24/2016 6:18:09 PM
Commenter: Kathy DelRio
Organization:
State:

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

Submission Text

Moving this project forward is important to me, my family and my community. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0003322***

Received: 6/13/2016 8:34:24 PM
Commenter: Jerome Delvin
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001445***

Received: 5/29/2016 10:11:34 AM
Commenter: Dennis Demitruk
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Build the terminal,ship coal through WA. Lets make sure they do it right. RR is why Pasco became a town.

Submission Number: ***MBTL-SEPA-DEIS-0000761***

Received: 5/23/2016 2:06:07 PM
Commenter: Sandy Denis
Organization:
State:

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

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001919***

Received: 6/4/2016 7:35:48 PM
Commenter: Marcia Denison
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
Please, select the No Action Alternative. The DEIS admits that coal dust would cover 750 houses in Rainier. That's the whole town. It would also cover and pollute our open drinking water reservoir with Arsenic Cadmium, Lead, Chromium and a slew of other toxic chemicals and heavy metals. It would pollute the spawning grounds of salmon in Fox Creek that runs through the middle of town, contaminating the eggs and aquatic life there. Mountains of Coal burst into flames. How can you consider allowing something this dangerous to be located in the middle of a city beside paper mill mountains of sawdust that bursts into flame and smoke occasionally and an a gigantic log export terminal. A massive fire at the port would melt the tar on Lewis and Clark Bridge and take tinsel strength out of the steel, making a new bridge necessary to cross it. Don't take advantage of our first responders like this and don't let us be poisoned and given emphysema, and lung cancer. Please see attached coal pile fire, dust and smoke pictures.


Denison, Marcia (1919)

Denison, Marcia (1919)



Denison, Marcia (1919)



Submission Number: ***MBTL-SEPA-DEIS-0002578***

Received: 6/13/2016 4:51:42 AM
Commenter: Marcia Denison
Organization:
State: Oregon

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

Submission Text

Please, don't let Millennium Coal destroy our climate. Spring came 2 months early this year, don't let it get worse. The Butterflies were on the wing before there were any flowers for them. The Swallows got here early, too, and vanished by the 1st of June. I don't know if they were killed by the extreme heat or were already done and headed home. We don't owe Millennium Coal anything and they would do great harm to every living thing and many thousands of people. Carbon never leaves the atmosphere, continuing to blanket the heat of the Earth in forever. Please, think of all the schools, towns, preschools and water crossings along the way that would be plastered with coal dust at no benefit whatsoever to anyone. Please take the NO Action Alternative and tell Millennium and Arch Coal to get lost. Thank you!


Denison, Marcia (2578)


Denison, Marcia (2578)

Denison, Marcia (2578)



Submission Number: ***TRANS-LV-Q3-00037***

Received: 5/24/2016 12:00:00 AM
Commenter: Marcia Denison
Organization:
State:

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

Hi. I'm Marcia Denison. I'll start by saying it first, Longview and Rainier and surrounding areas -- not too far surrounding, they have an extraordinarily high rate of lung disease, including lung cancer in young people who never smoked and a whole bunch of diseases.

I mean, the people are dying in Rainier from the pollution in Longview. There's a long list of the diseases that they get.

The EIS says that people just over in Rainier, less than a mile away, wouldn't be impacted by all the carbon dust. And that is absolutely a lie. Because I live ten miles south of Rainier, up in the mountains, and there's so much carbon that you don't need a filter to see everything on the moon.

Carbon travels on the atmosphere -- oh, no, this is something I wrote earlier today.

Longview has a community college that trains people for jobs and places them in work soon after school entry. If a person is illiterate, LCCC will teach them to read, write, and do math and anything else they want to learn, and give them job training, provide specialized training in many fields and put them to work.

The pollution is not needed to create and find jobs. The terminal pollution to air and water would harm people all the way to Portland. There is too much carbon in the atmosphere now in Portland, they're way past DEQ limits for many pollutants.

It doesn't snow anymore at a thousand feet. It hasn't for three years now. It used to snow every year. And the last time it snowed three years ago the particles -- the carbon particles encrusted the ice and they didn't resemble flakes at all except that they were falling through the air.

The snow was blocked, it had thin layers of black snow. Every time it would start snowing it would leave a layer of black snow, and then gray snow, and then white snow on top of that. But the temperature has risen about 20 degrees year round over there.

We don't need a huge amount of toxic carbon dust to blow in the wind thousands of feet into the atmosphere, blanketing the atmosphere to seal in heat. The earth is warming at an alarming rate already from carbon and greenhouse gases.

Poisoning everybody and giving people lung cancer and making young people die at an early age is no excuse for not seeking job training. We don't owe them our lives, you know.

We have a right to a substantive life. That means that it's not just a right to exist, it's a right to not have lung disease, it's a right to not die at an early age, it's a right to not be poisoned by our neighbors. And a lot of other little things that I've got lost today in -- my brain is just gone because I couldn't find anything I was looking for.

Submission Number: ***MBTL-SEPA-DEIS-0001093***

Received: 5/24/2016 7:17:31 PM
Commenter: Ashley Dennehy
Organization:
State:

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

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***TRANS-SPOKANE-M2-00030***

Received: 5/26/2016 12:00:00 AM
Commenter: Dennis
Organization:
State:

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

Good evening. Thank you for making this forum available. My name is Dennis (inaudible). I'm a vice president at an investment bank.

I want to name some names. Peabody Energy, Arch Coal, Alpha Natural Resources, James River Coal, Massey Energy. What do these names all have in common? They have all recently declared bankruptcy. This is not due to regulation. This is the market. It is supply and demand. This is cheap natural gas, it is alternative energy which has made coal obsolete.

One of these names, however, is unique, and that is Massey Energy. Last week their former CEO, Don Blankenship was sentenced to prison for disabling safety equipment and ignoring safety procedures. This resulted in the death of 37 miners because of the coal dust explosion.

I've heard how Millennium is going to be so safe, but these procedures and devices are only safe when they are properly implemented and monitored.

The 37 miners cannot testify here tonight to talk about how safe coal dust is, because they've heard about that, too.

Coal is dirty where it's mined, where it's transported, where it's burned, and it leaves toxic wast.

Global warming is recognized by the scientific community, the business community, ensures the military, it's real, and people are preparing for it. It's time to move on. Building this project is a mistake. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002779***

Received: 6/13/2016 2:19:11 PM
Commenter: Cherryl Dennis
Organization:
State: Washington

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits.Please don't let this project go in the same direction as the Whatcom County Gateway Pacific Terminal. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002901***

Received: 6/13/2016 3:04:23 PM
Commenter: Cherryl Dennis
Organization:
State: Washington

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Please don't let this project go in the same direction as the Whatcom County Gateway Pacific Terminal. Thank you

Submission Number: ***MBTL-SEPA-DEIS-0000709***

Received: 5/23/2016 12:59:59 PM
Commenter: Leo and Janet Dennison
Organization:
State:

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

I appreciate the opportunity to weigh in on this development project in Longview. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thank you for listening.

Submission Number: ***TRANS-LV-M2-00126***

Received: 5/24/2016 12:00:00 AM
Commenter: Marsha Dennison
Organization:
State:

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

My name is Marsha Dennison (phonetic). Please chose no action. Trains through Pasco will not be sprayed. The east wind blows hard in the Columbia bowl and the lower gorge. Spray and coal dust blow away.

Millennium cares not if people get black lung, en route from Longview's coal mountain for miles into the atmosphere. We have a right to life, and not black lung. And 22-hour-a-day travel and traffic jams, the terminal violates our equal rights, deprives the right of others, the 11th and 14th amendments. It's unconstitutional. It increases global warming.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001591***

Received: 5/31/2016 5:30:24 PM
Commenter: Candice Denowh
Organization:
State:

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

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thank you for letting me submit my opinions and show my support for the projec

Submission Number: ***MBTL-SEPA-DEIS-0002640***

Received: 6/13/2016 12:03:49 PM
Commenter: Lynell Denson
Organization:
State: Montana

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001749***

Received: 6/2/2016 11:18:51 AM
Commenter: Raymond DePuydt
Organization:
State: Washington

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

Submission Text

I am totally against the establishment of the terminal. It is time that the U.S. stop supporting the use of coal. Burning coal contributes to climate change and it needs to stop. Also the coal trains are going to adversely affect local communities as they block traffic and create noise. No small community wants to have 8 mile long trains passing through it. At the very least the company should be forced to build some kind of over or underpasses. The terminal is just not thought out for the long term and takes no account of the communities that have to live with it and its effect on the environment. The DEIS focuses mostly on the site itself and makes a lot of arguments based on wishful thinking about the lack of potential for accidents and the potential for the company to follow all the protective regulations over time.

Derby, Mona (0810)

Submission Number: ***MBTL-SEPA-DEIS-0000810***

Received: 5/23/2016 7:55:52 PM
Commenter: Mona Derby
Organization:
State: Oregon

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

On page 39, 4.2-16, in the paragraphs under "Temporarily increased Turbidity and impact on benthic habitats," removal of 225 linear feet of the current levee is discussed; what flood controls will be in place with the newly constructed docks and loading facilities after removal of the levee? Will the proposed facility be built up to be above grade, or above the current 16' elevation of the property? Was the levee made redundant by upstream channel-spanning dams providing flood control in this lower section of the river? Thank you for answering my question, Mona Derby

Submission Number: ***MBTL-SEPA-DEIS-0001017***

Received: 5/24/2016 6:08:20 PM
Commenter: Joseph Derr
Organization:
State:

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

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0000897***

Received: 5/24/2016 4:57:04 PM
Commenter: Michael Derry
Organization:
State:

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

I am writing about the Millennium coal export project. I believe this project is good for the community. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of re-mediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0001923***

Received: 6/5/2016 6:23:33 AM
Commenter: Robert DeRusseau
Organization:
State: Washington

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

I have heard the comments pro and con, and I think the pros have it. Therefor, I think it should be built. I find it very hard to believe the claims of the cons, especially those of the Indian fishing and burning our coal in Asia. Where did they fish when the Al plant was operating. Where coal comes from has no relevance. I see the bulk terminal as a boon to Eastern Washington farmers as it provides them with another means of shipping bulk farm commodities.

Submission Number: ***MBTL-SEPA-DEIS-0001038***

Received: 5/24/2016 6:25:26 PM
Commenter: Ineke Deruyter
Organization:
State: Oregon

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

Submission Text

My opinion on the Millenium Bulk Terminals in Longview, WA: If allowed this project will contribute to being one of the biggest greenhouse gas emitters in WA. Coal dust from coal trains contaminate soil and water. It will blow into the Columbia river and tributaries, violating the Clean Water Act and contaminating aquatic life.It impacts scenic, natural, cultural and recreational resources in the Columbia Gorge Natural Scenic Area. It is toxic to our human respiratory systems and impacts our health negatively. I urge you strongly to protect Public health, animal health and the environment by rejecting this coal export terminal. Coal is an out-dated and dangerous form of energy. Let's put our safety and the environment first by keeping it in the ground, and promoting clean forms of energy. Thank you, Ineke Deruyter. Portland, OR.

Submission Number: ***MBTL-SEPA-DEIS-0001921***

Received: 6/4/2016 8:50:06 PM
Commenter: Patricia Deschene
Organization:
State: Oregon

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

Submission Text

I am a former resident of Cowlitz County, WA and am writing to urge the denial of a permit for the construction of the coal export terminal in Longview. I am concerned about the public health implications of such a large facility handling such massive quantities of coal. I am also truly frightened to think of the potential environmental damage to our river and land. I have been to numerous public hearings and have observed the deceitful behavior of the backers of this project who lied to regulators from the beginning about their intentions. I have trouble understanding how Longview will handle the amount of train traffic this would involve; same with many other towns along the train route. Yesterday I heard the sad news about the train derailment in Mosier, OR and was astounded to learn that the fire department was woefully unprepared for this type of calamity in part because a fire like that involving an oil tanker requires special chemicals and equipment which they did not have. What if it was a coal train? Would Stevenson, WA have the expertise to deal with a coal train related disaster? If a coal car derails on the WA side, the coal would be in the Columbia River. It just doesn't make sense to risk our health, our well renowned scenic area and river or our livelihoods for a company which will create less than 50 permanent job. Many more jobs are dependent on tourism in the area in reality. Do the right thing for us and for future generations and turn down this proposed export terminal. Thank you, Pat desChene

Submission Number: ***TRANS-SPOKANE-M1-00067***

Received: 5/26/2016 12:00:00 AM
Commenter: Julie Devlin
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is Julie Devlin. I live in Missoula, Montana.

A few years ago, I took a class at the University of Montana on climate change which prompted some of us in the class to try to do something about it. So we formed a group we call MELT, Montana Elders for a Lovable Tomorrow, and we decided in our mission statement that if we could make the world a better place for our children and grandchildren, and that we want to first focus on coal, especially trains carrying it through our town of Missoula. This is our fourth trip to Spokane to testify at an EIS hearing.

At the time, I was already volunteering for Habitat for Humanity renovating a house a few blocks from the train tracks on the north side of town in Missoula, and I was surprised how close and how loud the trains were.

I was also volunteering at a nearby local elementary school and I came to realize that the three children in kindergarten that I was working with were living down by the tracks, and they were breathing in the coal dust full of lead and arsenic and mercury, and it certainly brought home to me the disproportionate impact of coal trains on the low-income neighborhoods.

A few years later I took a job at an elementary school called Rattlesnake, and I had to cross the tracks every day to get up there. Many times I waited long periods for a train loaded with coal to pass, and I thought about emergency vehicles not being able to cross either.

One other thing, we do need jobs, but the jobs need to be in renewable energy, solar and wind. There's a lot of solar panels being put up in Missoula right now. Jobs for the future in infrastructure like highways and bridges, not jobs for the past. These are some of my personal reasons for believing that the Millennium Bulk Terminal- at Longview, Washington negatively impacts our town and others in Montana and I encourage the State of Washington to please deny it. The time is now to act against global climate change to build the future we want for our children and grandchildren.

Thank you for your time and for doing what you do.

Submission Number: ***MBTL-SEPA-DEIS-0001821***

Received: 6/2/2016 5:35:02 PM
Commenter: Emery DeWitt
Organization:
State:

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

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***TRANS-LV-M2-00124***

Received: 5/24/2016 12:00:00 AM
Commenter: Jim Diamond
Organization:
State: Oregon

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

Good evening. My name is Jim Diamond (phonetic). I'm a chemistry professor at Linfield College in McMinnville, Oregon, far away. But I'm willing to bet that sons and daughters, members of this community have been in my classroom. I'm a physical chemist. I teach global warming. I teach it every year.

What bothers me about this plan is that there's really no mention whatsoever that by 2030 we're going to hit the carbon ceiling. Where will this outfit be selling coal? Nowhere. How far away is that? Twelve years.

There's a solution. Keep it in the ground. You burn methane you get water vapor and CO2. You burn coal you get the whole Periodic Table. That's why the EPA hates it. There's a solution. Keep it in the ground.

I've got a daughter. She's getting married in a month. No kids yet that we know of anyway. I think they're going to have a family. I want the kids to grow up in a healthy climate. There's an answer. Keep it in the ground.

Thank you.

Submission Number: ***TRANS-LV-M1-00073***

Received: 5/24/2016 12:00:00 AM
Commenter: Diana
Organization:
State: Oregon

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

Submission Text

Hello. My name is Diana (inaudible). I'm from Multnomah County. As I read through the Draft EIS, I came upon Chart 6.1 that asks if there are adverse effects expected from allowing this project to proceed. To two of 23 of the questions the answer is yes. Which begs the question, why are we continuing with this project at all? The reason I hear again and again is it will create jobs. I want to speak to one aspect of these potential jobs, the health risks to workers. In 1969 the Coal Mine Health and Safety Act was created to protect the health of miners. Despite apparent answers, in 2012, researchers at the National Institute for Occupational Safety and Health discovered an almost ten-fold increase in coal workers' pneumoconiosis, or black lung disease. And of particular importance for this project, the finding led to the CDC looking closely at surface mine workers and understudy groups. And here to evidence was found of serious occupation-related respiratory illness in many of the workers. What this really speaks to is that coal work remains an occupation with great health risks. These risks are exacerbated by the fact that workers who will be exposed to the most coal dust will also be the people who are regularly exposed to highest levels of diesel particulates and other air toxins. In the case of particulate matter, the health risks correlate with exposure and there's no level of exposure at which adverse health risks are not seen. This Draft EIS does not have enough data in it to convince me that this would be safe work when there is substantial evidence to the contrary. It most certainly does not follow the precautionary principle by first ensuring the protection of workers' health. We need a comprehensive health impact assessment. And truly, given the undeniable threat to worker health we should take the no action alternative. We need to move beyond these sorts of projects and focus instead on creating living wage jobs that are healthy for workers and for the greater community. Thank you.

Dianna, Maish (2257)

RECEIVED
MAY 26 2016

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [ ] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [ ] Greenhouse Gas
- [x] Climate Change
- [ ] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As an Edmonds resident living two blocks from the rail tracks, I experience the underground vibration resulting from the weight of the coal cars, the noise from the whistles, the coal dust in the air which settles on window sills, decks, Puget Sound waters, is toxic particles in what we breathe,

(additional space is provided on the back)

(comment continued)

delays in traffic as the crossings are at grade, is a negative for nearby businesses and residential properties. The proposed Millenium Bulk terminal will allow huge piles of coal to sit at Longview's deep water port, transfer from rail to ocean vessel, contributing in a major way to air and water toxicity, impacting sport and industry fishing on the Columbia River. The risk that this facility, would face bankruptcy due to the decline in international demand, is a distinct probability. Even if Millennium Bulk's intent is to clean up after themselves, the ability to do so would not exist and taxpayers would face the toxic site and its clean-up.

This Longview port site has tremendous value for the community if utilized by a forward, future oriented corporation but Millennium Bulk is the backward step for our state.

Dianna Maish
Edmonds, Wa. 98020

June 13, 2016

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

Re: Formal Comments on DEIS for Millennium Bulk Terminal proposed coal terminal project

BNSF Spur would have the capacity to handle baseline rail traffic and Proposed Action-related rail traffic. Without improvements to the Reynolds Lead and BNSF Spur, the Proposed Action would result in a significant adverse impact on rail traffic on the Reynolds Lead and BNSF Spur."
As stated on page 5.6-16, "Without improvements to increase capacity, neither the Reynolds Lead nor There has been no commitment by LVSW or BNSF to improve the Lead or Spur. No work has been permitted or started. Because of this significant adverse impact on existing rail traffic I recommend the No Action Alternative.

From the BNSF Cowlitz Rail Bridge on the Spur to the Proposed Action is about 6 miles. From the Bridge to the Reynolds Lead is about 1.5 miles. The unit trains are about 1.3 miles long. The 10 mph speed limit on the single track Cowlitz River Bridge will not change with planned track improvements. There are 5 public at grade crossings and 2 private crossings.

Table 5.1-4 provides at grade crossing times at several intersections for Proposed Action-related trains with current infrastructure and with planned track improvements. Most of the route from the Cowlitz River Rail Bridge will involve unit trains blocking at least one at grade crossing and up to 4 crossings at one time.

When the unit train enters the Project Area the last car will still be passing the last private crossing. **Estimated speed and crossing times are not determined for the private crossings. These need to be considered.**

The DEIS does not state at what point the unit train will be slowing to enter the Project Area. Presumably the train, even at 10 mph, cannot stop on a dime and will need to slow on entering the Project Area. Presumably the front of the train will travel at the same speed as the end of the train. **What will be the speed of the last car when the front of the train enters the Project Area? At what point along the route will the last car be located when the train enters the Project Area?**

Conversely, at the beginning of the Reynolds Lead the train needs to stop while a switch is changed to move the train from the Spur to the Lead. "The electronic switch would eliminate the need for Proposed Action-related trains to stop while a train crew member operates the switch." 5.1-16

While the train is stopped at this switch it appears to be blocking the 1st public crossing when the train is moving east to west toward the Project Area. Again, 1.3 mile loaded coal unit trains do not start on a dime. **So what is the actual passing time at the Dike Road crossing to allow for a coal unit train to stop**

while the switch is changed and then to actually start and move again? What is the track distance required for the train to reach any of the suggested route speeds from a standstill?

Even if the switch is upgraded, what will be the speed limit through the switch from the Spur to the Lead? The speed through the Spur to Lead switch has relevance to the speed and passing times through the following heavily travelled at grade crossings. As the train enters the 3rd crossing at California Way, half of the train will still be moving through the switch and still blocking the 2nd crossing at 3rd Avenue.

With current track infrastructure, the DEIS gives the 3rd Avenue and California Way crossings the slowest speed limits of 8 mph, and the 4th and 5th crossings, Oregon and Industrial Way, increasing to 10 mph. **However because the back of the train will still be moving through the slower crossings at the same time they have entered the Oregon and Industrial Way crossings, the increased speed limits for the 4th and 5th crossings would not be achievable.**

Passing times should be based on the speed limit of the slowest crossing when multiple crossings are affected at one time.

In short, the speed limits and passing times for at grade crossings in Table 5.1-4 are incomplete, simplistic, and unrealistic because it fails to take into account the private crossings and the Spur/Lead switch, and the distance and time it takes to move or stop a 1.3 mile coal unit train. This last factor is also variable due to weather, track conditions, and train equipment. Accurate passing times at major intersections are critical to understanding adverse impacts on road traffic and congestion.

I also object to the rail operations described as “Indirect Impacts.” Rail operations are an integral part of the Proposed Action without which the project fails. The rail impacts are Direct.

Required rail operations present significant adverse impacts both to rail traffic and road traffic. I recommend the No Action Alternative.

Diane L. Dick
13 St. Helens Lane
Longview. WA 98632
dickdl50@gmail.com

May 24, 2016

Elaine Placido, Director, Building and Planning, Cowlitz County

Sally Toteff, Director, Southwest Regional Office, Washington State Department of Ecology

Formal Comments Regarding Millennium Bulk Terminals-Draft Environmental Impact Statement

According to Table 5.6-5 of the Millennium Bulk Terminals DEIS, the maximum annual average emissions of PM 10 from operations of the coal terminal from total project area sources is 7.08 tons. This would be a miraculous achievement if compared with actual emissions reports from operating coal terminals.

Hay Point Coal Terminal in Australia has been in operation for almost 50 years, and has been addressing coal dust and pollutant emissions the entire time. They promote the most current dust suppression systems. There is a long record of emissions data. Significantly their rail and ship operations are similar to that proposed for MBT and their terminal capacity until recently was the same, 44 million metric tons.

Hay Point Coal Terminal self-reported to the Australian National Pollutant Inventory for 2014-2015 PM 10 air emissions of 140,000 kilograms, or 154 tons, or more than 20 times what the MBT DEIS predicts. PM 2.5 emissions have a similar wide discrepancy- MBT 2.4 tons, HPCT 19 tons. Which data has more credibility?

Important data in the MBT DEIS is too good to be true and not to be believed. Please support the No Action Alternative.

Thank you,

Diane L Dick

Diane L. Dick
13 St. Helens Lane
Longview, WA 98632
dickdl50@gmail.com

National Pollutant Inventory

2014/2015 report for BHP COAL PTY LTD, Hay Point Terminal - Hay Point, QLD

A list of Substances for an individual report.

Substance	Air Total (kg)[1][2]	Air Fugitive (kg)[1]	Air Point (kg)[1]	Land (kg)[1]	Water (kg)[1]	Total (kg)[1]
Antimony & compounds	0.15	0.15				**0.15**
Arsenic & compounds	0.43	0.43				**0.43**
Beryllium & compounds	0.19	0.19				**0.19**
Boron & compounds	4.8	4.8				**4.8**
Carbon monoxide	22,000	18,000	3,200			**22,000**
Chromium (III) compounds	4.4	4.4				**4.4**
Cobalt & compounds	1.3	1.3				**1.3**
Copper & compounds	5.0	5.0				**5.0**
Cumene (1-methylethylbenzene)	0.39	0.39		1.6		**2.0**
Fluoride compounds	7.5	7.5				**7.5**
Lead & compounds	2.8	2.8				**2.8**
Manganese & compounds	38	38				**38**
Mercury & compounds	0.010	0.010				**0.010**
Nickel & compounds	3.2	3.2				**3.2**
Oxides of Nitrogen	230,000	220,000	14,000			**230,000**
Particulate Matter 10.0 um	140,000	140,000	1,000			**140,000**
Particulate Matter 2.5 um	17,000	16,000	1,000			**17,000**
Polycyclic aromatic hydrocarbons (B[a]Peq)	0.22	0.22	0.000050			**0.22**

Dick, Diane (3627)

Substance	Air Total (kg)[1][2]	Air Fugitive (kg)[1]	Air Point (kg)[1]	Land (kg)[1]	Water (kg)[1]	Total (kg)[1]
Selenium & compounds	0.42	0.42				**0.42**
Sulfur dioxide	160,000	160,000	3.4			**160,000**
Total Volatile Organic Compounds	7,200	6,100	1,100			**7,200**
Zinc and compounds	7.1	7.1				**7.1**

[1] All emission/transfer quantities are displayed to two significant figures. Displayed emission totals may not exactly equal the sum of their individual emissions.
[2] Air Total = Air Point + Air Fugitive

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- State = National
- Substance = All
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History of Dust Management

A sustainable future in management of dust emissions from coal terminals.



Port of Hay Point (2011)

Growth of Hay Point communities

Between the 1960's and 1980's many residents moved to communities surrounding the coal terminals at Hay Point, including Louisa Creek and Half Tide. Community numbers progressively grew alongside a series of port expansions.

Early days of dust monitoring practice

In 1996, nearby residents expressed concerns about coal dust and a community action group was formed. The Port Authority responded to the communities concerns and recognised a need for further investigation. The following were implemented:

- Property Buy-Back Scheme at Louisa Creek
- Consultation with Louisa Creek Progress Association
- Revegetation and fire breaks
- Complaints hotline
- Newsletters
- Open days
- Monthly environmental monitoring reports supplied to the Progress Association and Sarina Shire Council (20 dust deposition monitoring sites have been operational in coal terminals and surrounding communities since 1994).

Improving dust management with scientific research

In 1999, a sustainability review was conducted and a new approach to dust management was adopted including:

- A scientific understanding of dust emission source and a detailed review of dust deposition data
- Laboratory tests on each coal type
- Wind tunnel tests to simulate operational conditions
- Comprehensive site dust management investigations
- Action on major operational sources of dust emission
- Dispersion modelling of air quality and dust deposition
- Improved stockpile spray systems
- Test program to identify "dusty coals" and determine dust extinction moisture content for each coal type and a suitable stockpile chemical veneer
- On-line moisture monitoring at rail receival to measure moisture level in each coal type
- Community consultation.

Following community concerns relating to coal in domestic rainwater tanks, a study was conducted to determine the likelihood of being a health problem. The study included leaching tests to determine solubility of major and minor trace elements from coal types.

Sample tests were analysed at the School of Environmental & Life Sciences, University of Newcastle and all leaching test results were less than the Australian Drinking Water Guidelines (NHMRC, 2004).

These tests indicated a minimal likelihood of coal dust in drinking water being an issue with respect to human health.

Measurable improvement with knowledge and time

Through recognising that there was a high level of dust emissions in early stages of coal terminals throughout Australia, the Port of Hay Point was a base for development through improved dust management procedures from 1999-2010. Dust management techniques were implemented to mitigate dust and minimise impacts on those living in the area.

The below statistics provide an indication of the improvement:

- Air quality forecast 1976 – HPCT and DBCT **40.5 Mtpa**

  Maximum forecast dust concentration eastern end Louisa Creek **200 ug/m3**

- Air quality forecast 2010 – HPCT and DBCT **135 Mtpa**

  Maximum forecast dust concentration eastern end Louisa Creek **20 ug/m3**

The operators of the coal terminals in the Port of Hay Point as well as NQBP are committed to continually improving mitigation strategies to lessen the impacts of coal dust on neighbouring communities.

August 2012

North Queensland Bulk Ports Corporation Limited ACN 136 880 218 | ABN 36 136 880 218

www.nqbp.com.au

Submission Number: ***TRANS-LV-M2-00056***

Received: 5/24/2016 12:00:00 AM
Commenter: Diane Dick
Organization:
State: Washington

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

Good evening. My name is Diane Dick (phonetic), and I'm from Longview, Washington. First of all I would like to say that I appreciate the SEPA process. However, it seems that some people don't understand that jobs are not part of the SEPA process. They are not a part of the element of the environment that we are looking or an impact. They are also not a mitigation.

That said, I would like to go ahead with some comments here. According to table 5.6-5 of the Millennium Bulk Terminal DEIS the maximum annual average emissions of particulate matter from operations of the coal terminal from global project areas' sources is 7.08 tons.

This would be a miraculous achievement if compared with actual emissions reports from operating coal terminals. Hay Point Coal Terminal in Australia has been in operation for almost 50 years and has been addressing coal dust and pollutant emissions the entire time.

They promote the most current dust suppression system. There is a long record of emissions data. Their rail and ship operations are similar to that proposed to MBT and their terminal capacity until recently was the same, 44 million metric tons. Hay Point Coal Terminal self-reported to the Australian National Pollutant Inventory for 2014/15 pm 10 air emissions of 140,000 kilograms or 154 tons or more than 20 times what the MBT DEIS predicts. Pm 2.5 emissions have a similar wide discrepancy. MBT 2.4 tons, HPCT 19 tons. Which data has more credibility? The important data in the MBT DEIS is too good to be true and not to be believed. Please support the no action alternative.

Thank you.

Submission Number: ***TRANS-LV-M2-00088***

Received: 5/24/2016 12:00:00 AM
Commenter: Norm Dick
Organization:
State: Washington

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

Good evening. You are a patient group. I'm Norm Dick (phonetic). I'm a lifelong resident of Kelso, Washington, and was raised union, worked as a union member. I want local family-wage jobs as much as anybody does, but not if the cost is too high, not if it costs too much.

And the cost of this proposed project is just way too high. It makes no sense. Take for example just the air pollution created within Washington state alone by the trains and ships that are moving the coal through our state. Per the EIS this is the equivalent of adding 672,000 cars to the roads of the state of Washington. 672,000 cars.

There have been various numbers thrown around, but the numbers I keep seeing at least in the Longview Daily News here are that Millennium claims it will hire 160 people on a permanent basis roughly. If you divide that 160 jobs -- those 160 jobs into that 672,000 cars that are going to be added that will be the equivalent of adding roughly 4200 -- 4,200 extra cars to our roads per job that Millennium is creating here locally. That's a lot of pollution.

The cost is too great. It doesn't add up. And that's just one of the number of costs. I just picked one that seemed glaring to me. If you add the other costs, the obvious answer is even more -- the answer is even more obvious that the cost is too great.

Noise, airborne carbon from burning the coal, coal dust, traffic delays, infrastructure costs borne by the government, I would urge the no action option.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002435***

Received: 6/9/2016 9:10:00 PM
Commenter: Norman Dick
Organization:
State: Washington

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

Approval of the Millennium Bulk Terminal-Longview is a bad idea on many levels. What few benefits might be derived from the proposed project are far outweighed by numerous environmental problems. As long-term residents of Longview/Kelso my family and I would be particularly affected, but the adverse affects of the proposed terminal would extend over a large swath of the region, from the coal mines to the proposed Longview terminal, and on down the Columbia River, indeed over the entire region as a whole and even in China, when you consider the air pollution and CO2 issues. Given space limitations I have only listed some of the issues below. Noise pollution. I live not quite a half mile from the BNSF north/south line which goes through Kelso. Yet even at this distance the train noise is substantial and aggravating at times, particularly at night when it is otherwise quiet. Based on my experience at my home, depending on the lay of the land the expected train noise may be significantly annoying for a half mile or more on either side of the tracks, effectively a mile or more swath along the train route. This would likely affect hundreds of thousands of citizens within Washington alone, plus many more in Idaho and Montana, degrading our quality of life significantly. The wide reaching affects of this are not adequately addressed in the DEIS. Traffic delays. The proposed coal trains will cause substantial traffic delays all along the rail route from the mines to Longview. Just getting to work or picking up your kids from school could be a nightmare. The DEIS does not adequately address this issue. Negative economic affects. The DEIS does not adequately address the negative economic affect of the many adverse issues (noise, traffic, dust, air quality, to name a few) on the affected communities, e.g. loss of property values, quality of life, and future business due to coal issues. Accident risks. The DEIS predicts 11 additional rail related accidents per year, plus added risk of tanker accidents. But the certainty of the cumulative affects of such accidents is not addressed. Coal dust. Though the coal dust along the rail lines and near the proposed terminal may not exceed federal standards, the dust will still degrade the environment and quality of life for anything living in the area or downstream. The DEIS fails to address the cumulative affects over time of the dust, which contains heavy metals. Greenhouse gases. According to the DEIS the greenhouse gas emissions from rail traffic and vessel transport of the coal itself within Washington alone, is the same as adding 672,000 cars each year to the State's roads, about like adding one car for each man, woman and child in Seattle. Moreover the affect of the project will be to add 2.5 million tons of net additional emissions annually, but potentially much more. Either one of the foregoing facts alone should be enough for this project to be rejected. As a child attending Washington State public schools in the 1960's I was taught that Washington was a special place because of its great environment, clean air and water, abundant fish and wildlife. What was not much taught was our need to protect this great place, perhaps because we were collectively less aware of the threats to the environment at the time. But now after years of poor stewardship we see all aspects of our environment degraded to some degree, some more some less so, but all degraded bit by bit over time. As such we are losing, piece by piece, what we need to survive, like clean water and air, and at the same time the very things that make this State a special place. (A great example of this is that we are now warned by gov. agencies not to eat certain fish from the Columbia River due to heavy metals and other contaminants.) The promised little benefit of this project is not worth the environmental cost and the attendant loss in quality of life for those living throughout the region and beyond.

Dear Members of the Washington Department of Ecology:

Thank you for accepting the weighty responsibility of protecting the environment for human, plant, and other animal life on this planet, in your state specifically. We are so glad you are here to do this work. Thank you for your time.

Before you now is the issue of the safety for the environment in respect to constructing and operating a large coal terminal in Longview. This is of concern to many, and we appreciate your time in listening to and reading comments. Many knowledgeable groups have done an amazingly thorough and educated analysis of the Environmental Impact Statement, and they will be testifying. I have read some of their reports.

I am writing from the perspective of someone who loves the Earth, is a mother and grandmother who spent her life learning and teaching young people in high school to be informed citizens and to be activists. We live in Portland, in the Northwest, and with all young people in my heart and mind, especially the newest generation and those coming, I beseech you to not approve this project.

You probably have seen the history of planet Earth graphed on a 24-hour clock. Human beings appear finally and not until 1 minute and 17 seconds before midnight, in this 24-hour analogy. Our history on the planet is a slim and tiny fraction, and that may be all we get ultimately, the way things are going.

Lewis and Clark reached the Pacific Ocean after walking and traveling by boat or canoe from St Louis, Missouri. They traveled one year, six months, and one day to reach the mouth of the mighty Columbia, opening into the Pacific. They were looking for a Northwest Passage, and they never found it, but they did discover magnificent, pristine, amazing plains, mountains, rivers, clear streams, forests, habitats for a seemingly infinite number of species of plants and animals, including human beings living in ways unfamiliar to them, but very helpful to them in their survival. Today, the vast array of cities, freeways, wires, cars, malls, logged forests, and the levels of pollution in rivers and streams is a contrast. That was only a short 211 years ago. What would the Earth be like with 211 more years of this type of “development”?

Many parts of the Northwest are still pristine and beautiful and this gives us hope and also belies the state of the present moment. Forty percent of the species of plants and animals have disappeared from the Earth, just since I graduated from college in 1971. That is staggering, shocking and heartbreaking, disturbing and unsettling. The trajectory is clear.

In this context, one company, calling itself “Millennium Bulk Terminals,” wants to make a profit for itself hauling more than 44 million tons of coal each year, loaded in open coal cars on mile and a half long trains, polluting a route from Colorado, through Wyoming, Montana, Utah, Idaho, Oregon, and across Washington to Longview. This pollution includes, but is not limited to, coal dust and coal particles flying out all along the way, coating homes, yards, rivers, boats, trees, lakes, and everything, infesting lungs of living

creatures including human beings, leading to disease and poor health, contamination of water and plants and food. Pollution also will be spread in the form of noise, which contributes to stress of all kinds in all creatures and manifests in multiple negative ways. Also, pollution in various forms will be spread through accidents, spills, fires, and exhaust, and just in the operation of the terminal on site. Time will be wasted waiting for long trains at intersections, trains which come many times a day, all year. Time will be wasted in illness and disharmony with the Earth. The Environmental Impact Report reveals multiple grave problems caused by this project in Washington. The report highlights more than enough reasons to deny this project, even though the report minimizes and does not thoroughly investigate all ramifications of negative impact.

There is not and must never will be a Northwest Passage for coal, a dirty and limited source of fuel. Fossil fuels will become extinct, and we don't want them to take us with them. Please move toward clean, renewable resource support and deny this messy and disastrous project.

Time is of the essence in moving toward this new, clean path, away from fossil fuels. Please say no to any coal terminals in Washington State and to any new fossil fuel projects of this type. Our Northwest and the western United States, and all the planet will thank you.

Thank you sincerely,
Adrienne Dickinson
Portland, OR
May 24, 2016

Submission Number: ***MBTL-SEPA-DEIS-0001824***

Received: 6/2/2016 5:39:11 PM
Commenter: Jessica Dickinson
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0000299***

Received: 5/10/2016 7:24:18 PM
Commenter: Dwight Dickman
Organization:
State:

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

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000701***

Received: 5/23/2016 12:47:34 PM
Commenter: Dwight Dickman
Organization:
State:

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

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

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

Received: 5/24/2016 12:00:00 AM
Commenter: Nicole Didiranda
Organization:
State: Washington

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

Submission Text

Hi. My name is Nicole Didiranda (phonetic), and I teach at the college and moved to Longview three years ago. I chose to buy a house in the 200 block of 20th Avenue in the Highlands because I wanted to invest in this community and in hopes of making the Highlands a better place. As has happened in so many places countless times, this project would have the greatest impact on the poor and on ethnic minorities. Many of the people living in the Highlands are stuck. Low wage jobs, generational poverty, poor health, substandard housing, and more. I lay awake last night in my bed sleepless, listening to the sounds of industry all around me. While I chose to live in this location, I can't stop thinking about those who didn't. In my wakefulness I heard three train whistles. One late, before midnight; another one several hours later; and the final one towards five a.m. Only the first one ran past my house. Millennium's proposal more than doubles the number of trains that will run through Longview along the line that passes my house and those of dozens of other residents. Yes, I am concerned about the dust, the diesel, the greenhouse gases, but last night I was thinking about the mental and physical health and well-being of people besides myself who live in the zone impacted by the severely increased noise, as Millennium puts it, and simply dismisses in the Environmental Impact Statement by saying they will request quiet zones as their mitigation, which is utterly inadequate. These health hazards cannot be underestimated. Sleep disruptions can lead to heart attacks and contribute to causing workplace accidents in adults, as well as cognitive disorders and learning and behavioral problems in children. I am tasked with educating the next generation of young adults and giving them hope, hope for their futures for a way out for a better life. That hope is hard to come by when the blasting of train horns disturbs your sleep a one in the morning. Learning is made more difficult when the piercing squeal of the trains' brakes interrupts your reading, your thinking, your sleeping. Do not buy into the false promises of hope that Millennium is feeding this community. Invest in the best hope that we have, the people of Longview.

Submission Number: ***MBTL-SEPA-DEIS-0001437***

Received: 5/28/2016 12:03:32 PM
Commenter: Ursula Dieterle
Organization:
State: Montana

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

Submission Text

Massive coal exports are a bad idea all around. We cannot afford to keep pushing global climate change and local pollution for an outdated technology that is rapidly declining. Sacrificing our river transportation corridors to coal dust, and the terminal location to massive water, air and soil pollution is not feasible and prudent. Not to mention the negative effects on human health from coal dust all along the transportation route. Scrap the idea and invest in clean, renewable energies NOW.

Submission Number: ***MBTL-SEPA-DEIS-0000097***

Received: 5/5/2016 9:35:24 PM
Commenter: Auburn Dietrich
Organization:
State:

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

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project. Sincerely, Auburn Dietrich

Dill, Ryan (3704)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☑ Greenhouse Gas
- ☑ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

How arrogant can we be to consider the use of coal by the importing nations in our assessment of the environment impact of this terminal? Surely they will get in elsewhere if we aren't exporting through this terminal. Why should we reject these job and dollars, sending them to another state, or worse, another nation. Additionally, we are far more concerned with environmental impact of coal handling and usage than these other exporters, so why would we surrender our position as the chief oversight by removing ourselves from the export process?

(additional space is provided on the back)

(comment continued)

Dill, Ryan (3704)

The United States are indeed the forerunners of innovation and environmental care. We can remain so while remaining engaged in global trade, not being left in the dust, holding products beyond just coal, that are wanted around the world, but refusing to send them out, because we will maybe increase CO^2 production a bit. This is a foolish path to take. Please approve the terminals project, to keep us engaged and to keep citizens of Washington working.

Thank you,
Ryan Dill
Spokane Valley, WA

Submission Number: ***MBTL-SEPA-DEIS-0002915***

Received: 6/13/2016 3:09:55 PM
Commenter: Kim Dilley
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001858***

Received: 6/2/2016 6:07:59 PM
Commenter: Lora Dilley
Organization:
State:

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

Submission Text

This project would provide many good paying jobs in the communities in the port areas and also in the communities where the coal is mined. Our first priority must be the American people and their families. The cola we will ship to countries such as Chine is much lower emission than what they use at this time. We can supply lower emission coal to any country that is now burning higher emission coal, these countries are not going to stop burning the higher emission coal unless they are given an alternative. It will only stand to hurt the American people and do absolutely nothing for the so called climate change if we block this.

Submission Number: ***MBTL-SEPA-DEIS-0002958***

Received: 6/13/2016 3:32:45 PM
Commenter: Steve Dilley
Organization:
State:

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. This is a project that must push forward! Put the greenies on the shelf! This project will provide great jobs and they are shovel ready! The Millennium group has met all of the demands the EPA threw at them. THank you!

Submission Number: ***MBTL-SEPA-DEIS-0001598***

Received: 5/31/2016 5:35:28 PM
Commenter: Lawrence Dillinger
Organization:
State:

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

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn't threaten trade or the jobs that depend on it. I appreciate you considering this feedback.

2016 JN 02

Washington State Dept. of Ecology
Olympia, WA 98504

RE: Coal Train Meeting in Pasco, WA

Ladies and Gentlemen,

First, let me say I'm more concerned about "Oil Trains" running down the Columbia River, than about "Coal Trains". On that subject, I remember about 5 years ago some 13 BNSF coal cars dumped over in Mesa, WA and it took less than a week to clean up the accident and repair the tracks. I worry that if 13 oil tank cars tipped off the track at say Rock Creek, where the tracks are about 50 feet from the Columbia River edge, it would be a serious Exxon Valdese situation. How long would it take to clean it up?

About "Coal Trains". I'm not terribly concerned about a little coal dust from trains passing down river. In my opinion, most of the dust would have blown off the cars before they left Montana. With the added coating in Pasco, the load would be pretty clean all the way to Vancouver. I think the dust problem will be far worse on the return of the empty coal cars going up river. There will be more wet dust in the cars which will only begin to dry and blow off after the cars pass out of the wet west side of the mountain an into the dry and hot east side. Will the cars be washed off before the return east? If so a big settling pond will be needed. Maybe the settled coal dust will amount to enough to be colleted and sold as fuel?

My other concern is, I keep hearing "16, mile long trains a day". Is that full trains going down river, or is that another 16, empty trains heading east? That would be 32 trains a day. Good grief! Maybe we are talking about 8 trains each way?

What about the Union Pacific coal trains on the Oregon side of the river, carrying Utah coal.

Finally, I guess I worry more about the global warming and planet air pollution from burning that coal in Asia. Besides, I wonder who said it was alright for our generation to use up all the oil and coal in America, leaving "nothing" for our grand and great grand children and future generation of humanity. Maybe, they will have a better need for it than burning it up.

Sincerely yours,

James R. Dillman

James R. Dillman, Architect Emeritus,

2523 Granada Court, Richland, WA 99354, 509-375-0322, cyndillman @ hotmail.com

Submission Number: ***MBTL-SEPA-DEIS-0000233***

Received: 5/10/2016 5:29:31 PM
Commenter: Jacob Dills
Organization:
State:

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

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0000234***

Received: 5/10/2016 5:30:39 PM
Commenter: Jeremiah Dills
Organization:
State:

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

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thanks for considering my comments.

Submission Number: ***TRANS-PASCO-M1-00035***

Received: 6/2/2016 12:00:00 AM
Commenter: Nadine Dimore
Organization:
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 Nadine Dimore (phonetic) from Pasco, Washington. I will go on record as being the shortest speech. Please approve the permits necessary for Millennium to move forward.

Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00044***

Received: 5/26/2016 12:00:00 AM
Commenter: Dina
Organization:
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 Dina. I live in Kelso, Washington.

I support this Millennium project because I work there. We are excited to have the Draft EIS published, and we are happy to be in our second public meeting on the subject.

However, the unprecedented demand to require Millennium to mitigate greenhouse gas emissions that occur on the other side of the globe will create a harrowing proposition to any Washington manufacturer or shipper looking to expand their facility.

Requiring one part of the transportation chain to be liable for paying for and directing the emissions of all of the parts of the process -- in this case, from the mining of the coal to its end use in power generation -- is an overreach of the State's regulatory authority which has a potential to eventually impact other markets in progress within Washington.

If this regulatory requirement is allowed to stand, one would expect opponents to develop, within the State, to require the same against other greenhouse gas products like planes manufactured by Boeing or wood products shipped to China by Weyerhaeuser.

We do appreciate you being here, and we think the DEIS is a thorough DEIS other than those things. Thank you.

Dirks, Judith (3778)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☒ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I wish to speak against having coal trains coming through this community. I believe all effort should be made to using sustainable forms of energy. It is time to end the use of fossil fuels for our energy source. I understand the plan would increase employment opportunities but think there are employment opportunities

(additional space is provided on the back)

(comment continued)

using wind, solar, water

Judith Dirks

Dirwin, Mary (3705)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☒ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Leave the coal in the ground.
Mining, shipping, selling to foreign market and having the coal burned anywhere else in the world is a serious mistake. The hazard to the communities through which the many long trains would be transporting the coal is also serious and added to the reason to close this whole

(additional space is provided on the back)

(comment continued)

process. Much progress is being made in this country and the world developing renewable energy also justifying this recommendation.

Thank you for enabling this public meeting and comment.

Dr. Mary Dirwin (MD)

Dishman, Donna (3478)

RECEIVED
JUN 08 2016

I am a long-time Longview resident who has very deep concerns about the proposed coal facility in Longview. I am very, very strongly opposed and will mainly address my concerns about the severe health and quality of life impacts in Longview and along the transportation route.

First, train noise and horns from an average of sixteen lengthy trains around the clock would be unbearable. People deserve the right to sleep, eat, read, study, work, relax, enjoy family time, and enjoy their homes and yards in peace and quiet--not be blasted and disturbed around the clock. This would be a very unhealthy, stressful situation with a low quality of life. The draft EIS states it perfectly: "An increase in noise and vibration can affect the peacefulness, serenity, and sacredness of residential, commercial, recreational, and cultural locations".

The approximately sixty residences that would be severely noise impacted and approximately 229 residences moderately noise impacted by the Reynolds Lead crossing house a large population. My home is not counted but is included in the indirectly impacted study area in Figure 5.5-1. I currently hear trains and train horns at my residence. There are also churches and businesses that would be affected. Those who are ill, and who are students and working people would particularly suffer. Populations in Spokane and other cities would also suffer.

I don't believe the Quiet Zones would satisfactorily eliminate enough noise. I do hear train noise here at Florida Street near the lake during day and night times. Also, what are the chances of Quiet Zones meeting the required calculations and being established? And would that be permanent, as I know some require an annual review and all a periodic review. I have read several confusing statements in the EIS:

"To reduce rail noise along the Reynolds Lead, the Applicant will work with LVSW and other stakeholders TO CONVERT the Oregon Way and Industrial Way crossings to "quiet crossings".

"To avoid moderate and severe noise impacts along the Reynolds Lead due to rail traffic, before beginning FULL operations-- The applicant WILL ASSIST interested parties in the preparation and submission of the Quiet Zone application to the FRA." (What is meant by FULL OPERATIONS and what year would that be?)

"To address noise from rail traffic on the Reynolds Lead, the City of Longview, LVSW, and interested parties should work with the Applicant to EXPLORE a Quiet Zone along the Reynolds Lead." Explore??

"If the Quiet Zone for the Reynolds Lead is not implemented, the Applicant will fund a sound reduction study to identify ways to mitigate the MODERATE and SEVERE impacts from train noise from the Proposed Action along the Reynolds Lead." I would be interested in knowing now what these ideas might include. Many people's health, quality of life, and property values would all be strongly affected by this Proposed Action.

Next, I have read the coal dust information and believe the dust would impact a very large area in Longview, as well as be a risk for the Columbia River. This is a very windy area and the winds are quite changeable. The EIS is using very old wind records. This area has experienced very strong wind storms,

including last December when more than 200 trees at Lake Sacajawea were blown down. Having an uncovered 85 foot stack of coal (despite being sprayed) and conveyors would put this area at risk of unhealthy, unpleasant, dirty particles. Residents should not have to breathe these toxic particles with trace metals which can enter their lungs, and this area has enough children and adults diagnosed with asthma. I especially fear for the health of the many young children living in the Longview Highlands area. Human ingestion via agricultural products, water, fish, and other methods is also a big concern. What about nearby residents (including low income) who like to raise a garden?

My residence is included in Figure 5.7-4 within the Estimated Maximum Annual Coal Deposition. The EIS states, "Deposited coal dust could also cause nuisance impacts. Airborne coal dust may be deposited on houses, automobiles, boats, outdoor furniture, and other property." The EIS also states, "Residents who live along the main line could experience nuisance levels which may visible soiling on window sills, outdoor furniture, and other property." This would be more than a nuisance and how would elderly and ill people handle cleaning of this issue? Also, the City of Longview changed it's water source over three years ago and as a result, many, many residents do not use city water for drinking, cooking, and cleaning. This water leaves orange stains and permanent spots. I currently use bottled water when washing my car now and then. How would Longview residents clean their homes, cars, and property, with NO usable city water? I would not be able to hose my house or car at all, and should not have to.

Another important issue is the reporting system for the community re coal dust issues. To quote the EIS, "Millennium would operate the system or provide funding for SW Clean Air Agency to operate the system." I think it is critical that the receiving of complaints, investigation, and response be handled by SW Clean Air and NOT Millennium.

Also, it is stated that Millennium would "conduct monthly reviews of the emissions data and maintain a record of data for at least five years after full operations." Instances where emissions exceeded air quality standards would be reported. Monthly reviews and a record of data should be a permanent activity, from the beginning of any operations throughout any full operations.

Another huge concern is the delay of traffic, including emergency response vehicles. Estimated passing times of 5-10 minutes listed would be very disruptive to countless people and also during the peak hour. A very important factor is stated in the EIS, "Unlike passenger trains, freight trains do not run on a schedule." The average driver would have no opportunity to somewhat plan their day around commonly running train times, and could very often be delayed for important work/school/appointments/children pickup--even multiple times a day. Businesses in these areas would lose customers and homes would lose property values. What happens when an emergency vehicle is waiting at a crossing?

There are many other concerns and items to mention. River congestion with seventy ships a month and three tugs per, the risk of accidents and pollution, and the sound of foghorns heard occasionally now. The risk of train accidents, and diesel pollution. The conditions placed upon low income residents who live nearby. Again, the loss of property values. And what type of city do we want our children and grandchildren to inherit and live with.

Also, Longview's climate was described as having an average of seven days a year over ninety degrees. In 2015 there were 18 days over ninety degrees from June through September. The air quality is described as good, but there are very often daily emissions/odors from the two mills. It is not good at all, noticeable in various parts of town, and offensive and sickening. Adding pollution from another operation is bad and unhealthy.

Thank you for your consideration of my public comment. I hope you will consider, would you want your own children living here next to a coal facility--breathing coal dust and diesel--and unable to sleep.

Donna Dishman
2633 Florida Street
Longview, WA 98632

Donna R. Dishman
6/08/16
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Submission Number: ***MBTL-SEPA-DEIS-0002917***

Received: 6/13/2016 3:11:14 PM
Commenter: Jennifer Disiere
Organization:
State: Texas

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000734***

Received: 5/23/2016 1:42:54 PM
Commenter: Dennis Ditch
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0003833***

Received: 6/14/2016 1:20:33 AM
Commenter: Dave Dittloff
Organization:
State:

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

Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. that think generalist that those are for generalist. There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Steve Running: Yes, I want to particularly point out what I see happening in the global coal markets and global carbon cycle science. That's the stage that I work in, global carbon cycles. We, probably a decade ago, first identified really clearly that the biggest single carbon emission by humanity is burning coal for electric power. It became clear to us right at that point that everything else we do in trying to reduce carbon emissions wasn't going to matter at all if we didn't, first and highest priority, quit burning coal for electric power.

That was over a decade ago. It didn't seem like we were making much progress until about the last year. I can finally say that we've had a pretty good year in global policies. Obviously we all know about the Paris Climate Agreement where every nation signed on to a commitment for driving down carbon emissions, and for most countries that first biggest carbon emission is burning coal for electric power.

What's more immediately relevant to us here is that China not only signed the Paris Agreement, but China actually does a 5-year strategic plan for the nation. What a concept to actually plan the future of your nation. We've got learn something here. In the last 5-year plan, China has publicly announced that they will quit importing coal. What we're clearly seeing is that in 2014 and 2015, China's coal imports went down by actual statistics, so they're making good on this strategic plan that they've announced.

They are starting to drive down their purchasing of imported coal. Of course, their 2 biggest sources are Australia and us. They have already announced that they have a strategic objective to quit buying coal. I can't imagine a worse time for America to be building more coal infrastructure when the biggest customer has already announced publicly that they're going to quit buying. This is really almost a no-brainer.

What I also see now in this last year is that the world financial community has really started to catch on that long-term fossil fuel investment, and particularly long-term coal infrastructure investment, is just plain a bad idea. It's a bad investment. You have very high probability of losing your investment with the trajectory of the global economy and energy. When the world bank and Goldman Sachs, I read almost every week another major financial institution announcing that they are getting out of coal investment ... What we see here is the local version of that same decision point.

You would think this ought to be an easy decision, that the last thing the Pacific Northwest would want to do is invest in long-term infrastructure for coal export when a major customer has already announced that they're going to be capping their imports. I think this is to me, at the global scale that I work at and study and follow, this really should be a pretty easy decision then. This is certainly not a terminal that we want locally, but that even makes any sense in terms of a larger financial picture. It just doesn't make sense one bit. I think that's what I want to leave with you on this topic. Thank you.

Paul Smith: I'm really happy to get a chance to comment on the health implications of the increasing coal shipments by rail for our communities and others. It's easy to make the case that negative health impacts with coal will occur because they've been occurring for the last several hundred years. There's no reason to think a little bit more is better.

I hope to stress the health threats local to Missoula and also stress that this new threat will be greatest on the vulnerable, including children, infants, the unborn, and the elderly. I also have a list of references that I always feel nervous talking and making statements without. If anybody wants the list of the references that at least give the health implications, please see me. Because I take care of children and infants with lung disease, obviously my main concern at the local level is the increase in air pollution from these diesel fumes, coal dust, and worsening climate change.

Data is substantial showing that coal trains do increase bloom concentrations. Diesel emissions are recognized as carcinogens, which was previously noted, and contain toxic substances such as polyaromatic hydrocarbons and particulate matter or PM. Coal dust also adds to air pollution in the form of particulate matter. Of the 6 criteria of air pollutants that the EPA is mandated to regulate, particulate matter is perhaps one of the easiest to track and to correlate with health effects.

It's generated a vast amount of medical literature. We know there is PM increase as public health worsens. We also know that when we lower particulate matter, population health improves. That's an important concept and lends significant credibility to particulate matter being culpable, and justifies action that lowers air pollution. Particulate matter leads to lung damage and diseases such as asthma and COPD. Children are at the highest risk because their lungs are developing and they have more life years of exposure.

This often worsens over decades from accumulating scar tissue along the airways by repeated injury. We have no cure for asthma. For today's living asthmatic children, they may end up being tomorrow's asthmatic cripples. In health, particulate matter also leads to diseases distant from the lungs such as heart disease, stroke, and cancer and even adverse effects on pregnancies and fetal tissue. Infants born to a mother exposed to high concentrations of particulate matter are born smaller, and with impaired lung function.

These more systemic effects outside of the lung happen in part because fine particulate matter can also cross pulmonary system directly into the circulation and they release whatever poisons they contain. Missoula already struggles with air quality in a large part because of our valley inversions that attract pollutants. Despite strong efforts to decrease particulate matter, we often, here in Missoula, are close to the prescribed threshold by the EPA for particulate matter.

There is no safe lower threshold. The more time one spends in high exposure of particulate matter, the greater the effects. Again, this is of special concern to children. Another health concern with coal dust is increased chance of train derailments. You might recall an article in the Missoulian last year quoting the Department of Transportation estimating that there would be over 10 derailments per year in the US of trains carrying nothing but ethanol and oil cargo alone. Missoula is a very populated area. It's time we realize that with only 2 hospitals in our town, we would struggle to handle the type of derailment disaster that hit Quebec killing 47 and devastating a small

town.

Then finally the effects of coal combustion on climate change are already significant here in Montana. As it was noted, we've already come through 2 of the warmest years on records and the warmest April on record. Our snow pack is already lower than normal this year and it's disappearing. Our farmers and ranchers are threatened. Increased forest fires and hot weather will again threaten our health and our children's health.

By way of closing, one of my favorite quotes when giving a talk like this is from CF Elliot in 1909. He was then secretary of Anaconda Copper Mining Company. He stated, "We have the perfect right to carry on a legitimate business and if incidentally we should pollute the atmosphere nobody has the right to complain until specific damage gives them a cause of action." This statement really describes the position that we're in as a company.

We can't stop a process legally until we can show harm. By then, the ground, the air, and the water are contaminated, and our children are sick and it's too late. So ask yourself when we're coming through these discussions what angles are we heading in? Is the public being shouldered with the responsibility to prove harm or is the impetus on the industry to prove there's no harm? Harm to health has already been shown. There is specific cause for us to halt more pollution.

John: Good evening. I'm John Woodland. I retired in January as the Superior, Montana Fire Chief. I'm speaking from my background in emergency services, I do speak for myself. Superior is one of the many small towns along the rail line that this project will negatively impact. Emergency services and access to many of my district's neighborhoods require crossing the tracks. That's true of many other towns along the rail line. This is what's hauling our water supply across the tracks.

I personally waited at a grate crossing for a train to pass while on an emergency service response. This proposal lacked the train traffic. It increased the likelihood emergency services will be negatively impacted in communities all along the tracks. The tracks in Mineral County in places are built right along steep mountainsides next to the Clark Fork of the Columbia River. Trains fall off these tracks sometimes into the river and not that infrequently.

In my 10 years as the fire chief there have been 2 trains in the river in Mineral County. One visible from my home, included empty oil cars, and the other dumped Boeing fuselages into the Albertan Gorge. More traffic means more wrecks. More traffic will also mean more pressure not to hold up the trains for maintenance work which means yet again more wrecks. For Montana, Eastern Washington and Idaho, it also means less access and higher prices to ship agricultural products. For emergency services, today the 800-pound gorilla in the room is climate change.

If you don't think that's emergency service issue just look at the newspaper for the last week, at the evacuation of between 80 and 90,000 people from Ft. McMurray in May in

Northern Alberta, months before there's supposed to be a fire season in that part of the country. This is the future for the entire inter-mountain west if we don't act decisively now with climate change. We cannot continue to invest in fossil fuel projects, such as Longview, and have any chance of limiting the worst impacts of climate change. I urge you to say to no to the Longview Coal Port and yes to acting decisively on climate change now before it's too late.

Michael: My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Carolyn: Hello, my name is Carolyn Walker. I used to be Carolyn Alderson. I lived along the Tongue River for 20 years of my life. I raised my 3 children there. There is an interesting story about a law and a regulation that actually stopped something. When I lived down there, the Northern Plains Resource Council, I was part of it, was just beginning. That's when you all heard of the Tongue River Railroad. The Tongue River Railroad was thought of and started because there was a mining plan for that area, right on the Tongue River. It was called the Montco Mine.

Well there's a nice picture of me shaking hands with President Carter in 1977 at the signing of the strip mining bill. In that bill there's a piece of the legislation that says, "There shall be no strip mining on Alluvial Valley Floors." The Montco Mine was right on the Tongue River. It caused some difficulty in the community. I just wanted you to know that there are ways to use legislation and rules to stop bad things from happening. My recommendation is that we recommend no action on the Longview Port.

Jim: My name is Jim Parker. I live in Missoula Montana. As a Montanan along the rail corridor between the Powder River Basin mines and the proposed terminal I oppose the Millennium Bulk Terminals because of the associated increase in coal train traffic through my community. The increased coal train traffic will bring with it increased air pollution and health risks from increased coal dust and diesel exhaust and increased noise pollution.

In addition, the increase in coal traffic through my community will reduce access across the tracks and cause traffic delays for citizens, commuters, for emergency response vehicles when there's a medical emergency or fire, or a need for police. The additional train traffic will also provide greater potential for vehicle collisions with trains and for pedestrian accidents.

As a Missoulian and Montanan, I'm asking that the EIS fully analyze and consider the impacts of this port and the increased coal train traffic would cause here in Missoula and across Montana especially as it relates to the above sited impacts. The proposed project’s impacts are real and significant to Montanans and are connected in cumulative

result of what happens if this project is approved.

The EIS prepared by the court in the Washington Department of Ecology in Cowlitz County must include all the connected and cumulative impacts in Montana that will result if the MBTL facilities are approved and constructed. These include the significant connected and cumulative impacts on the project all the way back through Montana to the Power River Basin Coal Mines in Montana and Wyoming.

The increased rail traffic in Montana must be addressed, analyzed, and its consequences fully considered in the EIS. More trains in Montana will mean an increase in the amount of airborne pollutants, from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease.

While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later. Even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS. The MBTL facility will directly lead to an increase in the burning of coal. The link between increased coal burning and associated public health problems cannot be ignored and should be included, analyzed, and the consequences fully considered in the EIS.

Finally, because the sole purpose of the MBTL facility is to facilitate the shipping of coal being transported from the PRB to its final destination in Asia, where it will be burned for energy, I also believe that the EIS must fully consider the long term and direct effects that this action will have on the global climate.

In conclusion, I strongly oppose the proposed Millennium Bulk Terminals Longview facility. The connected and cumulative impacts to Missoula, and all of Montana, from the proposed facility, are real and significant. The EIS prepared by the co-lead ggencies for this project must address, analyze, and consider all the connected and cumulative impacts this proposal will have on Montana. Please reject this proposal and take no action.

Thank you.

Harold: I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison”. We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate

change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Gary: I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one singal entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

George: Thank you, thank you all for being here. My name is George Price. I was asked to represent an organization I belong to named Indian People's Action. Indian People's Action asked me to be here as an environmental issues coordinator.

I would like to put our input collectively in here; just the fact the basis what coal is doing to our climate and the life on earth. I think that should be enough reason to keep it in the ground, not transport it anywhere. Anybody who's paying attention and looking at how fast this is escalating climate change to an unpredictable level at levels with all the other elements that are being released. Rising sea levels, you can go down the whole list if anybody's honest about that, you would say yes, let's stop all of this.

I'd also like to say let's look at the paradigm shift and deeply question a society that creates incentives for people to write environmental impact statements that are

intentionally lying to the people for profit, for money in a society that lives for money. I'm not going to go into my whole historian's diatribe there. I had often wondered what if the people who came from across the ocean, and likeminded people that welcomed innovation in Massachusetts had come to learn instead of to control. It's great. Can we start on the right foot now? I recommend the no action on behalf of Indian People's Action of Montana.

Dave: Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. that think generalist that those are for generalist. There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Dave Jones: Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of

the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve: Hi, my name is Steve Schwartz. I live here in Missoula. I'm a professor interior of the Department of Communication Studies at the University of Montana. I teach and do research in environmental communication. No matter what the coal industry says about the free market, their goal is to get government on their side to make the market work for them whether it's supporting carbon cash receipt frustration, whether it's blocking the clean power plan, or supporting coal export infrastructure like MBT as a goal. It's past time for us to use our voice to remind government agencies who's side they need to be on and who's interest they need to represent.

The connected and key note we've heard about tonight on public health and safety, on air, land, and water, on wildlife, and on climate change are common in house. They're shared by the residents of the Pacific Northwest, shared in common by the people who live in Washington and Idaho and here in Montana. We all deserve a voice in this decision. For that reason, I want to thank all the organizations that have made this opportunity possible for so many of us to express our voices. To protect the commentators in the Department of Ecology, to take no action, thank you.

Jim: My name is Jim Roach. I've been a Missoula resident for 45 years. I don't understand why it's draft Environmental Impact Statement doesn't address impacts for rail traffic in Montana. That seems sort of ridiculous. It seems like a rip off. On behalf of my family, and my friends, and a lot of people that I know are neighbors, I just want to say we don't want any more coal dust. We don't want any more diesel fumes. We don't want any more threat of derailment. We don't want traffic complications from increased rail traffic. We don't want the noise.

Most of all we don't want the climate impact. We don't want the endless smoky summers. We don't want the low stream flows and the sick fish. We don't want the reduced fishing opportunities. We don't want increased beetle kill. We don't want disappearing biodiversity. We don't want damage to agriculture. We don't want the drought. We don't want climate refugees. We don't want shut downs of skiing areas. We don't want this action, no action. Thank you.

Claudia: My name is Claudia Narcisco. I am speaking for myself today. When I was trying to find some things that I was going to speak about, I found an old letter that I had written in I guess November 2013. There goes my letter. I had it on my phone and mailed it to myself. Anyway, it was hard enough to read. I emphasized that connection actions between the mine and the port and Asia and the impacts on climate change and how it would cycle back to us.

I requested that they consider this. I cited a section of the National Environmental Policy

Act. I believe it was section F2 or 2F that specifically directed agencies to consider international ramifications of actions which is not something that we normally associate with, but it's just that it was our responsibility to do that. Obviously those things were not necessarily done, as far as I could tell, to this point.

I hope that's considered.

Submission Number: ***MBTL-SEPA-DEIS-0002442***

Received: 6/10/2016 10:03:55 AM
Commenter: Annica Dixon
Organization:
State: Wyoming

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

Submission Number: ***MBTL-SEPA-DEIS-0000512***

Received: 5/19/2016 5:15:04 PM
Commenter: Sharon Doane
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0001359***

Received: 5/26/2016 7:18:01 PM
Commenter: Aaron Dockery
Organization:
State:

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

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0000779***

Received: 5/23/2016 2:21:25 PM
Commenter: Su Dodge
Organization:
State:

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

I'm glad to have the chance to make a comment about this project as it's very important to me. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002795***

Received: 6/13/2016 2:25:55 PM
Commenter: Lawrence Dolezal
Organization:
State: Montana

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. : Since this will be a regional shipping hub, the potential beneficial impacts go well beyond WA alone. This shipping hub would provide possible economical outlets for many regional resources to compete within international markets. Therefore, this bulk shipping hub could make many commodities within the northwest more accessible to new customers that presently have no cost effective shipping options to expand to those international markets. Thank You

Submission Number: ***MBTL-SEPA-DEIS-0002914***

Received: 6/13/2016 3:09:31 PM
Commenter: Lawrence Dolezal
Organization:
State: Montana

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

:Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Since this will be a regional shipping hub, the potential beneficial impacts go well beyond WA alone. This shipping hub would provide possible economical outlets for many regional resources to compete within international markets. Therefore, this bulk shipping hub could make many commodities within the northwest more accessible to new customers that presently have no cost effective shipping options to expand to those international markets. Thank you

Submission Number: ***MBTL-SEPA-DEIS-0001137***

Received: 5/25/2016 2:44:22 AM
Commenter: Hannah Dolling
Organization:
State: Washington

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

This coal terminal would be an environmental and economic disaster for the state of Washington. Coal prices are collapsing, major coal companies are going out of business and imports from former consumers such as China are declining. The coal industry is a failing one. As a state, we should not be investing in a tanking industry, but instead use this space for transporting increasingly popular and sustainable renewable energy.

Donahue, Matthew (0439)

Submission Number: ***MBTL-SEPA-DEIS-0000439***

Received: 5/17/2016 7:00:19 PM
Commenter: Matthew Donahue
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0000916***

Received: 5/24/2016 5:10:03 PM
Commenter: Ray Donaldson
Organization:
State:

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

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete â€" it’s time for progress. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they’ve been included and thoroughly studied â€" it’s time to move this proposal forward! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project. Sincerely, Ray Donaldson donaldsonray@yahoo.com 82801

Submission Number: ***MBTL-SEPA-DEIS-0002037***

Received: 6/6/2016 3:20:46 PM
Commenter: Kevin Doney
Organization:
State:

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

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002527***

Received: 6/11/2016 2:14:33 PM
Commenter: John and Sara Donnelly
Organization:
State: Idaho

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

Submission Text

Comments Just Say No to more coal export terminals. Of course, we need to keep all fossil fuels the ground to mitigate the environmental impacts of carbon emissions on global warming. Closer to the Northwest, coal/oil trains passing through towns like Hope, Sandpoint, Idaho, etc pose significant risks of accidents that would be catastrophic. The recent oil train wreck and fire along the Columbia River is the "canary in the coal mine". Do not approve more coal export terminals. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000137***

Received: 5/9/2016 12:56:13 PM
Commenter: Alden Donston
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003084***

Received: 6/13/2016 5:21:23 PM
Commenter: Donald Dooley
Organization:
State:

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

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done! Sincerely, Donald Dooley ddooley@archcoal.com 82732

Submission Number: ***TRANS-SPOKANE-Q1-00012***

Received: 5/26/2016 12:00:00 AM
Commenter: Nancy Dooley
Organization:
State: Idaho

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

My name is Nancy Dooley, and I live in Sandpoint, Idaho, and I'm a member of the Idaho Conservation League. I'm the mother of three very active boys, who I fear would be impacted negatively if this proposed coal terminal is built. Their schools and ball fields are a stone's throw from some of the rail lines that would carry the coal to the proposed terminal. The air my sons breathe on their soccer fields and playgrounds could be substantially polluted by the increased amount of coal dust and diesel fuels that will flow off coal trains.

This air pollution is linked to problems like lung cancer, emphysema, bronchitis and heart disease. With the increase of 16 mile-long coal trains each day, the likelihood of air pollution is obviously extremely high.

These impacts to communities along the rail line are not identified in the EIS but should be. Though my family and many other families along the rail line would be negatively impacted from pollution and possibly dangerous delays in crossings if the terminal is built, the global impact is staggering. The 44 million metric tons of coal that would be shipped and burned in Asia each year would contribute significantly to global warming, a fact that cannot be denied.

Coal is the dirtiest, most carbon-intensive fossil fuel. Why would we want to contribute to the demise of our climate, especially when the coal industry is on its last legs? We do not need to prop up the dying coal industry. It's time to look for cleaner, more renewable energy. It's time to say no to this bad idea coal terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002577***

Received: 6/13/2016 2:30:22 AM
Commenter: Sheila Dooley
Organization:
State: Oregon

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

I am writing to express my support of the "no action" alternative in the Millennium Bulk Terminals Draft EIS. Please protect public health and the environment by rejecting this terminal. As a cancer survivor I am very concerned about the health impacts of the proposed Millennium proposed coal export terminal. The coal dust would also negatively impact many sensitive natural areas along the rail lines. Please reject this unwise request.

Submission Number: ***MBTL-SEPA-DEIS-0001654***

Received: 5/31/2016 6:20:18 PM
Commenter: Virginia Dooley
Organization:
State:

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

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Thank you for listening.

Submission Number: ***TRANS-PASCO-M2-00010***

Received: 6/2/2016 12:00:00 AM
Commenter: Dorothy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. My name is Dorothy. I just have a couple of comments.

It makes me extremely sad to see jobs opposed to the environment. Why do we have to choose? Why do we have to have some sort of pollution to give people a way to earn a wage? It just doesn't make sense to me.

And my second point is why do we want to ship coal to a place that is already suffering from overpollution, having to close down cities for days at a time because of the burning coal dust? Again, it doesn't make sense to me. Thank you.

Submission Number: ***TRANS-PASCO-M2-00016***

Received: 6/2/2016 12:00:00 AM
Commenter: Doug
Organization:
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 Doug. I live in Walla Walla.

Remember when we sprayed DDT, remember when we put lead in paint and gasoline, remember when we had no seat belts, remember asbestos? We've learned and we've evolved.

In 1968, I was in London. It was a dirty city, coal all over. Last week I returned to London where they had reported that they had a whole week of power generation in Great Britain without using any coal.

We're being asked to enable a dying industry so billionaires profit to make even more money. What do we get out of it? We get mercury, derailments, noise, traffic delays here, and also the acid rain, CO2, and pollution from Asia.

We're at a crossroads. If we continue on a path we have been on in this nation of (inaudible) profit or people or we can unite as citizens with a common cause, the health and wealth of the Earth as it exists. Thank you.

TO: Washington Department of Ecology
Millennium Bulk Terminals EIS,
c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104

May 24, 2016

Laurie Dougherty
462 20th Street SE
Salem, OR 97301

I strongly oppose the Millennium Bulk Terminal for coal export. When I retired and moved to Oregon almost five years ago to be with my daughter, I knew of the proposals to export coal from the Pacific NW. I was angry and saddened by this prospect. I had visited my daughter first in Washington and then Oregon many times and knew of the beauty of this region and its reputation for clean energy and forward-thinking environmental policy. The prospect of coal export clashes harshly with the regional commitment to leadership in addressing climate change. DEIS states:

> "The net annual emissions from the Proposed Action under the preferred 2015 Energy Policy scenario in 2028 would be 3.2 million metric tons of CO2e (Table 5.8-8). This is equivalent to adding about 672,100 passenger cars on the road each year (U.S. Environmental Protection Agency 2015b)" (Ch5.8 p19)

This is unacceptable. We know that climate change is already increasing harmful effects from extreme and prolonged heat waves and disturbed precipitation patterns resulting in drought and wildfires on one hand and floods and landslides on the other hand. It makes no sense to keep on building infrastructure that contributes to such destruction.

There is nothing clean about coal. Coal mining destroys vast landscapes and ecosystems and poisons water. Coal dust spills off open rail cars. Burning coal fouls the air and emissions cause asthma and other respiratory diseases.

There are far better, more healthy and constructive ways to create jobs and develop the economy There is no good reason for the Millennium Bulk Terminal to be built



Submission Number: ***MBTL-SEPA-DEIS-0002940***

Received: 6/13/2016 3:22:26 PM
Commenter: David Douthit
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002864***

Received: 6/13/2016 2:52:32 PM
Commenter: Chet Dow
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002392***

Received: 6/9/2016 6:07:53 PM
Commenter: Timothy Downes
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001978***

Received: 6/6/2016 2:25:27 PM
Commenter: Trevor Downes
Organization:
State:

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

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000009***

Received: 4/29/2016 3:46:35 PM
Commenter: Devon Downing
Organization:
State:

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

Moving this project forward is important to me, my family and my community. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project’s permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0000091***

Received: 5/5/2016 9:30:36 PM
Commenter: Devon Downing
Organization:
State:

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

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Thank you for your consideration. I look forward to seeing this project come to reality. Sincerely, Devon Downing

Submission Number: ***MBTL-SEPA-DEIS-0000270***

Received: 5/10/2016 6:31:54 PM
Commenter: Devon Downing
Organization:
State:

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

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001011***

Received: 5/24/2016 6:04:43 PM
Commenter: Devon Downing
Organization:
State:

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

Moving this project forward is important to me, my family and my community. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: ***MBTL-SEPA-DEIS-0002371***

Received: 6/9/2016 5:53:55 PM
Commenter: Devon Downing
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002394***

Received: 6/9/2016 6:08:57 PM
Commenter: Max Downing
Organization:
State:

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

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***TRANS-LV-Q1-00033***

Received: 5/24/2016 12:00:00 AM
Commenter: John Doyle
Organization:
State:

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

Submission Text

My testimony is this. I'm John Doyle, D-O-Y-L-E, and I was born and raised in the coal region of Pennsylvania. I have firsthand experience with seeing coal towns generated and abandoned. Coal has been a pollution problem on the east coast especially in the Appalachian states and is an outmoded, very pollutive substance when there are more ecological and profitable alternatives. If we all stand strong against coal like Chief Seattle said, Our grandchildren will inherit the Earth and coal becomes diamonds. Have patience. Don't burn it up because the acid rain will come back and fall on the Pacific Rim and we'll end up ingesting it in our foods and fish. I believe in preserving the Earth and fossil fuels are being phased out. It is no longer economically viable when there are more productive and human-kind alternatives available and being developed as we speak.

May,24th 2016

Washington State Department of Ecology
EIS Public Hearing
Millennium Bulk Terminals Longview LLC
Cowlitz County Event Center: 5/24/2016:1300hrs.
Kelso,Washington 98626

1. **From a technical, engineering and safety perspective the properties of C:Coal are the following. It is highly flammable in the form of dust or vapor and in liquid fuel form. It is highly combustible in either form. The area for its proposed storage has neither the specialized equipment, or facilities for an adequate safety response. Which calls in to question as to why an area more equipped for all the aspects mentioned above such as Tacoma, WA. or Portland, OR. have rejected similar proposals.**

2. **It is well known that certain industries who stand to gain financially have bought and paid for certain past and present elected and public employees to influence a certain out come concerning this project. This procedure leaving the public at risk has been demonstrated with past volatile projects in the Lower Columbia Region most recently with another coal facility a few miles down stream at Port Westward, OR. A proponent of which also has an interest in this current project. As the year 2016 is a general election year there is political pressure that will "Trump" sound scientific, engineering, and safety principals for quick a political and financial return. And as always put the public in the acceptable, expendable category. With the coal sector of the world energy markets currently a house of financial cards ready to topple at any moment. I remind the WA. DOE staff of the huge debt left to Clatsop County, State of Oregon in the amount of $198,000. in permit processing fees after an LNG facility and holding company went bankrupt. I submit to you that Millennium and it's holding companies and investors are in worse financial shape. All one has to do is study their financial history available to anyone via the internet. Does the WA DOE intend to allow a similar debacle as happened in Clatsop Co.,OR?.**

3. **It is also known that these certain industries who stand to gain financially have influenced certain transportation safety factors that put the public at risk. This is well evident with the SR 432, WSDOT project which is really a façade for this coal proposal which will wipeout several thriving local businesses.**

4. **It is also known that as of the 2015 session of the Washington State legislature that increases in the filing fees for vehicle registrations were past on to the citizens of Washington State by local legislators bought with this coal projects interests money. While also increasing these very same legislator's salary by voting themselves an 11%**

increase. All other State of Washington employees received less than 1%. Or no increase at all. Which calls in to question in considering this proposed EIS. Who does most of the work?.

5.At present in the world energy commodities and financial markets energy prices are at an all time low putting a severe strain on world banks who trade in this commodity. Resulting in a financial house of cards with less than stable so-called energy company's.

For the reasons so stated above The Washington DOE should cast a weary eye on projects said to provide employment at the point of the political election year gun while making scientific and the publics safety expendable issues.

Mr. Steve J. Dragich
School of Forestry, Forest Engineering Oregon State University, School of Urban and Public Affairs, Criminal Justice, Emergency Services. Class of 1986.954 Fall Creek .Rd, Longview Washington,98632-9741

March 16th,2016

CWCOG
Ms Taylor/PM
207 4th Ave N.
Kelso,WA 98626
360-577-3041
SR432 corridor@cwcog.org

Restricted No Public Oral and Questions Meeting.SR432 Rail and Realignment&Highway Improvements Projects. Cowlitz County PUD.AUD.March 16th,2016:5:00 pm.

1.The fact that the last so-called public meeting on the SR432 issue was held without the ability of the public to orally ask questions of the elected officials and public employees present should call in to question the rules and laws of the State of Washington's open public meeting laws.

2.It is well known that certain industries who stand to gain financially have bought and paid for certain past and present elected and public employees to influence a certain out come concerning this project.

3.It is also known that these certain industries who stand to gain financially have influenced certain transportation safety factors that put the public at risk.

4.It is also known that as of the 2014 session of the Washington State legislature that increases in the filing fees for vehicle registrations were past on to the citizens of Washington State by these legislators while also increasing their salary by 11%.

5.At present in the world energy commodities and financial markets energy prices are at an all time low putting a severe strain on world banks who trade in this commodity. Resulting in a financial house of cards with less than stable so-called energy companys.

For the reasons so stated above local resident should cast a weary eye on so- called transportation projects said to improve local transportation.

Dragich, Steve (3629)

Millennium donates to 16 legislative candidates

Coal export firm, which gave to all 3 District 19 incumbents, says it supports 'jobs candidates'

By Barbara LaBoe
blaboe@tdn.com

2012 [illegible]

List of recipients

Page A6

Millennium Bulk Terminals has pumped $21,400 into state legislative races this year, including those of candidates from areas near Millennium projects or rail lines that would bring coal from Montana and Wyoming to the company's proposed coal export terminal in Longview.

Millennium has contributed to 16 legislative campaigns, including all three incumbent legislators in District 19, which includes Longview, according to state Public Disclosure Commission records. The company did not contribute to any statewide races, such as governor.

Of the 16 candidates to whom the company donated, 10 are Republicans and six are Democrats. All but two are incumbents. The company listed $36,000 in lobbying expenses in 2011.

Millennium wants to build a $643 million coal export terminal on the Columbia River. The project has raised environmental and transportation concerns, but supporters say



Millennium

FROM A1

the region needs the 135 jobs and millions in tax revenues Millennium says the project would create.

Companies routinely donate to political campaigns, especially to lawmakers in their district.

Weyerhaeuser Co., for example, has donated about $110,000 to Washington political campaigns this year, including all three District 19 incumbents: Reps. Dean Takko, D-Longview and Brian Blake, D-Aberdeen and Sen. Brian Hatfield, D-Raymond. Microsoft, Boeing and Longview Fibre Paper & Packaging also have donated to some of the local legislative races.

The Millennium donations, restricted by state law to $1,800 per campaign, aren't a huge expenditure for the company and also aren't major donations for the campaigns. Hatfield, for example, has raised $173,000 total, receiving just $1,800 from Millennium.

The company also noted that it's "main opponent" on the coal terminal — Washington Conservation Voters — has donated more than $58,000 to state candidates this campaign and also has a separate Washington Conservation Voters Action Fund to use for independent political expenditures not directed by candidates. A Millennium official estimated that the conservation group's combined spending will total $750,000 in state races this year, including the governor's race. It's unlikely the group is focusing all of its political clout solely on coal, but Millennium officials said it is instructive compared to their own donations.

Still, Millennium has a controversial project seeking a permit overseen by the county, state Department of Ecology and the U.S. Army Corps of Engineers, so its donations are noteworthy.

Some of the recipients have Millennium projects in their area, such as an Alcoa smelter in Wenatchee that receives alumnia from Millennium's Longview terminal. Others are high ranking members of the legislature or serve on key committees, such as transportation or environment. Four of the candidates are running unopposed in their races.

Company officials said the donations are to help promote job creation.

"We are supporting 'jobs candidates' who work for policies to encourage economic development and job creation throughout the state," Millennium President and CEO Ken Miller said in a prepared statement. "We are supporting candidates from around the state because we believe our facility already serves as an economic engine for the state by providing bulk products to create and sustain jobs. Millennium has the potential to provide even more jobs and tax revenues to support the people of Washington, and these candidates are open to that discussion."

Local candidates noted the Millennium donations are just one of hundreds they receive during the campaign and said they in no way influence their decisions once in office.

Blake, Hatfield and Takko have all said they support the Millennium project as long it's able to meet all state and federal environmental standards, as they would for other developments along the waterfront.

Takko said he receives all sorts of donations to his campaigns and has no problem voting against those donors to do what he feels is right for the state. Blake said he's always been independent but refuses to limit any donations except from "known bigoty" because doing so would incorrectly imply that he was beholden for the donations he accepts. Hatfield at first objected to being asked about Millennium's contribution, but then flatly stated that campaign donations do not influence his votes.

Rep. Richard DeBolt, in the neighboring 20th District, said donations don't affect his voting and noted that the legislature is not involved in granting Millennium's permit. He added he's aware of the project and supports it in general but has never been asked to give an actual endorsement of the terminal.

Millennium Bulk Terminal-Le LLC state political donations

■ $1,800 to Rep. Michael Armstrong [illegible]

■ $1,800 to Rep. Brian Blake, D-Aberdeen [illegible]

■ $1,800 to Rep. Dean Takko, D-Longview [illegible]

■ $1,800 to Rep. Paul Harris, R-Vancouver [illegible]

■ $1,800 to Rep. Richard DeBolt, R-Chehalis [illegible]

■ $1,800 to Sen. Brian Hatfield, D-Raymond [illegible]

■ $1,800 to Sen. Michael Hewitt, R-Wallis [illegible]

■ $1,800 to Sen. Curtis King, R-Yakima [illegible]

■ $1,800 to Rep. Joel Kretz, R-Wauconda [illegible]

■ $1,800 to Sen. Mark Schoesler, R-Ritzville [illegible]

■ $1,800 to Sen. Jean Brown, R-Lacey [illegible]

■ $1,800 to Rep. Shelly Short, R-Addy [illegible]

■ $1,800 to Rep. Patrick Sullivan, D-Cheney [illegible]

■ $1,800 to Rep. Dean Takko, D-Longview [illegible]

Source: Washington Public D[illegible]

Dragich, Steve (3629)

October 31st,2012

The Daily News
To The Editor
P.O. Box 189
11th & Douglas St.
Longview,WA 98632

Sir:

In regard to the Millennium coal conglomerate giving political campaign payments to all 3 District 19 incumbents. Will Rodgers said it more than 60 years ago."We have the best politicians money can buy".A clear example of Chief Justice Roberts Citizens United right here,With old Will it appears history does repeat itself.

Sincerely Yours;
Steve J. Dragich

Steve J. Dragich
954 Fall Creek .Rd
Longview,WA 98632-9741
360-425-4786

Dragich, Steve (3629)

Hedge fund now owns Millennium

Denver firm buys controlling share from Ambre Energy; coal dock project gets timeline

By Shari Phiel

One of the parent companies of Millennium Bulk Terminals, which wants to build a coal export dock in Longview, announced Wednesday that a Denver-based hedge fund now has a controlling share of its operations.

Resource Capital Funds now has up to a 55 percent ownership of Ambre Energy North America, which is part owner of Millennium, Ambre CEO Bill Chapman told the Daily News on Wednesday.

"From our perspective, it's good news that we've been waiting to announce," Chapman said. "RCF is a substantial fund that invests in natural resource projects, and their commitment is a delightful sign for us."

The transaction means that Ambre Energy Australia, the former principal owner, now has only a minority share of Ambre North America.

[illegible]

ONLINE

See this story at TDN.com for a link to our complete archive collection of proposed coal export facility coverage

POLL

[illegible] at TDN.com to vote in our online poll. Has your opinion toward the coal dock changed since it was first proposed?

[illegible] should be seen as a reassurance that investors view the Longview project positively and not as an indication of a lack of support from Ambre Australia.

"The news is all good," Chapman said.

RCF focuses its investments in mining ventures across the world. In North America, the company has invested in Avanti Mining, Uranium Resources Inc., First Nickel Inc., and others. The company has holdings in Spain, the United Kingdom, Africa, South America and Australia.

RCF first proposed expanding its holdings of Ambre Energy NA last December. At the company's annual meeting, shareholders authorized increasing RCF's stake in the company from 19.9 percent to 26.5 percent, and it gave the equity firm an option to convert a large outstanding loan into shares taking it up to 55 percent. It was approved by a large majority of shareholders.

Coal / A4

...wer

...s commissioner



Roger Werth
...es Memory Lane Antique Mall

"I believe in conversation. With the board right now, their only opportunity to talk is twice a month, and you don't really hear a lot of conversations."

— Dena Diamond-Ott

Dragich, Steve (3629)

[illegible] grievances — both among [illegible] Diamond-Off first got [illegible] wonderful skill to bring to the board."

Coal

FROM A1

This stock buyout does not affect St. Louis-based Arch Coal's 38 percent ownership in the Millennium project.

Chapman also Wednesday said the Longview project has been given a schedule from the Washington Department of Ecology for an extensive environmental review. According to the schedule, the draft environmental impact statement will be ready for public review by September 2015 and a final report will be available by the summer of 2016.

"The good news here is that the schedule came when promised, and its in writing," Chapman said. "With a schedule, we get the report done, the permits issued and then the jobs start."

He said Millennium expects to spend $8.6 million on the environmental studies, which must include off-site impacts such as carbon emissions from burning the coal and the locomotive emissions created by hauling coal from the Powder River Basin in Wyoming.

The project — taking coal through Longview on trains and exporting up to 44 million tons annually — has faced strong opposition from environmentalists, who are concerned about the impact of coal emissions on climate change. Millennium says its terminal would add only 1 percent to the amount of coal burned in Asia and that it's Longview project would create 135 jobs in addition to the 36 people already employed. Millennium moves bulk cargo, including some coal, at the site of the former Reynolds Metals Co. aluminum plant.


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May 24th, 2016

State of Washington
Department of Ecology
Millennium Bulk Terminal Longview LLC
Environmental Impact Statement
Public Hearing,5/24/2016
Cowlitz County, Washington
Kelso,Washington 98626

To The Board of The Washington Department of Ecology Assembled;

To illustrate the exposure to humans of absorption and ingestion of coal I submit the eye witness account of the late Emma Allar/Alban who lived with the family of Philip Dragich in Bear Creek, Carbon County, State of Montana. Not far from the origin of the coal for the proposed Millennium Terminal. The late Emma Alban was quoted in the history of her family which was placed in a book of her family and historical quartly in the Cowlitz County Historical Museum.

"Uncle Philip worked the mines of Bear Creek. There were no showers at the mines. So everyday he would come home black from the coal. I would be sent to the other room while he bathed. This went on everyday."

" My mother Kata Dragich/Alar saw her first husband John killed in her sight during a mine workers strike while organizing the United Mine Workers of America ,State of Minnesota, in 1916. He was killed right on the lawn. I can only remember that I ran screaming after a car the gunmen were in. There were not many cars then".

John Alar was an early organizer of the United Mine Workers Union. He was confirmed killed by a private mine owners police force pistol bullet at a corners inquest in Virgina ,St Louis County, State of Minnesota, Mesaba Iron Range.

Steve J. Dragich
954 Fall Creek.Rd
Longview,Washington State
98632-9741

Submission Number: ***MBTL-SEPA-DEIS-0001553***

Received: 5/31/2016 5:05:52 PM
Commenter: Jim Drake
Organization:
State:

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

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Thank you for reviewing my comments today.

Submission Number: ***TRANS-PASCO-M1-00062***

Received: 6/2/2016 12:00:00 AM
Commenter: Paul Drake
Organization:
State: Washington

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

Hi there. I'm Paul Drake (phonetic) from White Salmon, Washington. This coal terminal makes no sense. The DEIS clearly states that this coal terminal will be responsible for a .5 percent increase in mercury deposition across the state of Washington by 2040. That's why we should worry about the effects of coal that we're exporting because it's all going to come back as it comes back as mercury.

The facility -- in the Draft EIS, the facility alone will dump tons of coal in the river per year which is probably unacceptable I would think. The Draft EIS needs to evaluate the coal dust at high wind locations in the Gorge. You did study of Lewis River in Longview. That was good. That was awesome. But you need to study the same type of thing in Rufus or somewhere where it gets really windy in these locations.

The Draft EIS does count coal dust emissions in Table 6.24 which is four grams per cubic meter per month at 100 feet from the track. The Draft EIS needs to account for this coal dust ending up in the river, because there's thousands of meters of track next to the river.

Finally, wind is mentioned but not included in the coal lost to dust in section 5.7-8. And in order to avoid catastrophic climate change, world CO2 emission needs to follow the project life span over 90 percent. The project is completely at odds with that fact.

Assuming there will be demand for coal in ten to 20 years, the Draft EIS should include bankruptcy of the applicant and additional effect that will result with cleanup costs associated with this project.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001559***

Received: 5/31/2016 5:09:11 PM
Commenter: Tiffany Drake
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0000382***

Received: 5/16/2016 7:48:19 PM
Commenter: Wilrose Drake
Organization:
State: Washington

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

Submission Text

We could get the power we need by developing solar power and augmenting it with geothermal and wind. Solar power would be cheap, once panels have been installed, because nobody owns sunshine. It would be clean because it wouldn't produce any by-products that would be bad for our health. It wouldn't destroy any mountainsides or create pools of poison or lead laden dust that blows in the wind as coal production does. Or . . . we could support the coal industry, ship trainloads of coal across the nation to the west coast so that someone can sell it and ship it to foreign nations. But I have a problem, knowing how that would work to the detriment of the environment and human health. Building a terminal for coal here would create jobs, but so would the development of alternative power—maybe more. So we have some choices to make: clean vs. dirty; lots of jobs nationwide vs. maybe not so many mostly in Washington; ethical vs. not so much; real benefits to humanity vs. questionable ones; and sun power that won't run out and belongs to all of us vs. power based on a finite supply of coal that belongs to the few. Better go with solar. No to the terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000383***

Received: 5/16/2016 7:52:08 PM
Commenter: Wilrose Drake
Organization:
State: Washington

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

Submission Text

Coal, which is admittedly already being supplied to foreign markets to fill foreign needs, is also admittedly a dirty solution to the problem, introducing pollutants into the air we breathe and thereby affecting our health and well being and leaving behind a damaged earth. Google and read “How Does Mining Affect the Environment” to learn just how bad this can be. Solar has been proven to be a solution to the need for power. It is clean. Even if we continued using coal, one day in the future we will have used the last of it and will have to find another means of generating the power we will continue to need, but the damage will remain. But we are not going to run out of sunshine. While building a terminal in Longview would provide jobs, the cost—not just in terms of construction, but considering its long term effects—makes it something we can’t really afford to do and something we should not do. Solar projects would produce jobs not just in Washington State, but all over the United States, and would have no damaging side effects. Why wouldn’t we choose to solve our problem in ways that do not cause more problems? Why don’t we forget about coal and forge ahead with solar, geothermal and wind projects? Why wouldn’t sane people do everything possible to maintain a healthy environment for themselves? Let’s do that. Let’s walk away from any project that will sicken our people and damage the earth. Let’s phase out coal mining and not build that terminal in Long view—or anywhere.

Submission Number: ***TRANS-LV-M2-00031***

Received: 5/24/2016 12:00:00 AM
Commenter: Dregage
Organization:
State:

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

My name is Mr. Dregage (phonetic). My formal training is in engineering and emergency services with emphasis in criminal justice and fire service. I'm the grandson of a coal miner from Bearcreek, Montana by way of Rock Springs, Wyoming; San Luis Valley in Colorado; Waltonberg; and the Ludlow Massacre by the Colorado State Militia.

I have presented my technical comments to the Board previously -- to the Board of the Washington Department of Ecology assembled. To illustrate the exposure of human absorption and ingestion of coal, I submit the eyewitness account of the late Emma Alburn, (phonetic) who lived with family, Phillip Dragage, in Bearcreek, Carbon County, state of Montana, not far from the origin of coal of the proposed Millennium Bulk Terminal.

The late Emma Alburn was quoted in the history of her family, which was placed in a book of her family an historical quarterly in the Cowlitz County Historical Museum. Quote, Uncle Phillip worked the mines of Bearcreek. He would come home black from the coal. I would be sent to the other room while he bathed. This went on every day.

His mother, Katta Dragage Alburn (phonetic), saw her first husband, John, killed in her sight during a mine workers' strike while he organized United Mine Workers of America, state of Minnesota in 1916. He was killed right on the lawn and can only remember that I ran screaming after the car where the gunmen were in it. For those reasons, technical, I urge no vote.

Submission Number: ***MBTL-SEPA-DEIS-0000056***

Received: 5/3/2016 2:57:50 PM
Commenter: Chris Driemeyer
Organization:
State:

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

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals. Sincerely, Chris Driemeyer

Druffel, Pauline (3706)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I have already given testimony about my opposition to the Millennium Coal Export Terminal because of my concern related to global warming. On this paper I want to also name my opposition because of the way Eastern Washington's agricultural products have been delayed from getting to market due to coal + oil train traffic having first priority for use of the tracks. I'm specifically aware of grain + pulse shipments being delayed from getting picked up from agricultural communities + onto ships going to the East. In

(additional space is provided on the back)

(comment continued)

addition, a fresh produce farmer was put out of business because too often his highly perishable products could not get onto the rails because coal + oil trains had priority. These both – grains + fresh products not being able to reach their markets is a new reality since the fossil fuels rail traffic have become so prevelent. This will being even worse if the Millennium proposed terminal becomes a reality.

I also want to mention the health challenge due to the coal trains' coal dust as well as the diesel engines' exhaust as the pull the trains. I can see the trains coming + going out of Spokane crossing High Bridge over ~~Latah~~ Latah Creek. One day the locomotive exhaust was thick + a grey blue color – so much that I initially was afraid I was seeing a new wild fire starting – but then I saw the plume of smoke move as the locomotive moved + I realized it was exhaust smoke. I was appalled to think this locomotive would be spewing such exhaust all across the state.

I'm conscious, too, of the demand for coal diminishing. We hear of coal companies going bankrupt. Wash. state is deliberately cutting back on the burning of coal to produce electricity. Even China, because of its terrible air pollution is deliberately cutting back on the amount of coal it burns. What I imagine is that if the Millennium project is approved, it will prove to be obsolete by the time it is finished because the countries abroad no longer want the coal.

Thank you for taking my testimony.
Pauline Druffel – Spokane

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☒ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As regards your poster related to Draft EIS on Greenhouse Gas Emissions: under "What could be done to reduce impacts?" You state that to reduce impacts "Develops a greenhouse gas mitigation plan that would reduce or offset 50 percent of the increased greenhouse gas emissions that would result from the proposed project" and then "Even with mitigation measures, the proposed project's projected contribution to greenhouse gas emissions would be a significant + adverse ~~of~~ impact."

My comment is this: I was a young child – probably not in school

(additional space is provided on the back)

(comment continued)

yet when nuclear experiments/testing got started at Hanford. Now 70 years later we still do have not figured out a workable solution for dealing with the radioactive wastes that have accumulated there. I've heard over time a statement like, "don't worry about the wastes, science will figure out how to deal with them." But science hasn't figured out how to deal with Hanford's nuclear wastes & they are now leaking into the ground + maybe are getting into the water table & into the Columbia River.

When we have such a drastic situation as Global Warming on our hands, I believe/think it is very irresponsible to move ahead on a project in which, "even with mitigation measures the proposed projects' projected contribution to greenhouse gas emissions would be a significant + adverse impact."

Pauline Druffel Spokane

I also suspect that the impacts of coal dust in the water on the fish + other aquatic life, as well as in the air + its effects on human health (not even knowing its impact on other animal life) is treated too narrowly, i.e just at or primarily at the site of the terminal. The coal dust is currently escaping the trains all along the route from the coal mine to current terminals or power plants. And as a result, (no doubt along with other air pollutants) is having very serious impact on the health of people, especially children in the form of respiratory ailments. These are not a trivial concern

Pauline Druffel Spokane

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

Received: 6/2/2016 12:00:00 AM
Commenter: Mitch Dual
Organization: Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART TD)
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 Mitch Dual (phonetic). I am a resident of Pasco, Washington, a union member of the SMART Transportation Union, and prior BNSF employee. I am in favor of this terminal.

I'd like to -- like the lady stated before, our railroad has learned to haul rail cars safely across the United States. It's the most efficient way to haul bulk material. I think this would be a great asset to the people over in the Longview area for liveable wages.

BNSF, I was with them for 35 years. It was a very good job. Very good way to support my family. I think this would be an asset to the state of Washington.

And like the gentlemen said before on the ecology, I think we fight one another. In the comment he made about the salmon versus the seals, I looked at the material that was supplied us out there on the tables where the research that was done on those terminals, and I asked myself, how do we ever get anything built these days. I know that we did things years ago, especially out near in Hanford, that they consider that was a milestone in today's environment in order to get that B reactor done in the amount of time they did. And today I look at it takes us forever. So, anyway I would like to support it.

Submission Number: ***MBTL-SEPA-DEIS-0001673***

Received: 5/31/2016 6:34:51 PM
Commenter: DJ Dube
Organization:
State:

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

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0000828***

Received: 5/24/2016 11:49:33 AM
Commenter: Rick Dubrow
Organization: A-1 Builders
State: Washington

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

Submission Text

Renewable energy is now readily available and competitive with coal and other carbon-based fuels. Even if I'm wrong, we're willing to pay higher energy prices to avoid the continued degradation of our climate. The era of coal is over and decisions of this magnitude are essential to keep the coal in the ground. We beg you to deny the permit to continue this insanity.

Submission Number: ***MBTL-SEPA-DEIS-0002281***

Received: 6/9/2016 4:49:58 PM
Commenter: Lyndsey Dudley
Organization:
State:

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

I am writing about the Millennium coal export project. I believe this project is good for the community. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0000576***

Received: 5/19/2016 6:20:23 PM
Commenter: Gene Dufoe
Organization:
State:

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

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0002485***

Received: 6/10/2016 2:24:21 PM
Commenter: Richard Dunbar
Organization:
State:

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

I've been following this issue, and am glad to have the chance to weigh in. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002100***

Received: 6/7/2016 5:00:24 PM
Commenter: Keith Duncan
Organization:
State:

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

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0001419***

Received: 5/26/2016 11:34:28 PM
Commenter: Marilyn Dunham
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please reject approval of the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). The carcinogenic coal dust alone makes this a very disturbing proposal. The citizens will pay the ultimate price the enrich private industries.

Submission Number: ***MBTL-SEPA-DEIS-0001962***

Received: 6/6/2016 2:11:50 PM
Commenter: mike dunham
Organization:
State:

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

Submission Text

Moving this project forward is important to me, my family and my community. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0001525***

Received: 5/31/2016 4:46:36 PM
Commenter: Barbara Dunlap
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***MBTL-SEPA-DEIS-0000847***

Received: 5/24/2016 12:48:20 PM
Commenter: Joe Dunlap
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency. Sincerely, Joe Dunlap j.dunlap@millenniumbulk.com 98632

Submission Number: ***MBTL-SEPA-DEIS-0003086***

Received: 6/13/2016 5:22:03 PM
Commenter: Joe Dunlap
Organization:
State:

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

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order. Sincerely, Joe Dunlap j.dunlap@millenniumbulk.com 98632

Submission Number: ***MBTL-SEPA-DEIS-0001146***

Received: 5/25/2016 10:45:51 AM
Commenter: WILLIAM DUNLAP
Organization:
State: Washington

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

I SUPPORT THE CONSTRUCTION PROPOSED BY MILLENNIUM BULK TERMINALS IN LONGVIEW, WASHINGTON. THE PROJECT WILL BRING MONEY AND JOBS INTO THIS COMMUNITY. THE FINDINGS RELATED TO TRAFFIC AND AIR QUALITY DO NOT INDICATE THERE IS A SIGNIFICANT PROBLEM TO OUR COMMUNITY.

Submission Number: ***MBTL-SEPA-DEIS-0002106***

Received: 6/7/2016 5:04:45 PM
Commenter: Gary Dunmeyer
Organization:
State:

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

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0002309***

Received: 6/9/2016 5:08:15 PM
Commenter: Patricia Dunn
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0002311***

Received: 6/9/2016 5:09:35 PM
Commenter: Russell Dunn
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0001298***

Received: 5/26/2016 6:49:24 PM
Commenter: Shelia Dunn
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002903***

Received: 6/13/2016 3:04:39 PM
Commenter: Ross Dunning
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001569***

Received: 5/31/2016 5:16:35 PM
Commenter: James Durant
Organization:
State:

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

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it's time to let it. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***TRANS-PASCO-M2-00009***

Received: 6/2/2016 12:00:00 AM
Commenter: Taylor Duranto
Organization:
State: Washington

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

Speaker 197, Taylor Duranto. I'm from Franklin County, Pasco here, and I would like to talk about my support in regard to jobs, and so I'll keep it short and sweet.

When I got out of the service, I had a real hard time looking for work and this is the kind of employment that I would desire. I know a lot of people in my community who are unemployed and this would (inaudible) make to have such an opportunity would be the correct process that we need for this to move forward for the community to grow.

That's all I'm going to say. Thank you very much.

Submission Number: ***TRANS-SPOKANE-M2-00069***

Received: 5/26/2016 12:00:00 AM
Commenter: Brian Durheim
Organization: Spokane Community Kayak Club
State: Washington

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

Good evening. My name is Brian Durheim. I'm from the Spokane area. First, I'd like to thank the enormous effort and task you all are doing not only here in Spokane but throughout the whole state in this whole process. Thank you very much for all your efforts and being here and working through the process.

As I said, I'm from this area. I'm 53 years old. I've trawled these rivers my whole life. I belong to Spokane Community Kayak Club, I've spoke in the fly fisheries. When I speak to old timers in our club they talk about how the river has actually gotten better over the last few decades, generations, as far as what it appears to.

We will still have mercury advisories on most of our waterways here in the Northwest, especially the Spokane River, which greatly affects pregnant women, young children, in addition to tribal people who rely more on food -- or the fish food as food sources.

The other thing, so coal add mercury along the waterways that John Roskell and others have testified about, it's just, you know, we're losing three percent. And it goes right into the river. Not only dow we gain mercury that way, there's one recent study that shows -- when you think about gesturing -- coal being burned on Asia that can reach the Pacific Northwest in as little as six days.

So, you know, that's two ways that mercury is going right into these fisheries. And we're trying to clean up our rivers, you know, for multiple reasons, but --

And then the other point I would like to bring up is there's been a couple comments about how coal is dead, it's old industry, and how we need to invest in renewable energy because in the future -- well, that's being done right now. When you look at -- Bloomberg just gave a -- there's been a 12 times increase in renewable versus --

EVENT HOST: I appreciate your comments. Our next speaker, please?

Submission Number: ***TRANS-LV-M1-00057***

Received: 5/24/2016 12:00:00 AM
Commenter: Lori Durheim
Organization:
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 Lori Durheim. I'm from Astoria, Oregon. And it took us 11 and a half years to make the Columbia free of LNG, and we can do this here the same. You're not the only river. Down river we'll have effects on the coal shipping shipped out. Then we get it burned wherever it's going, like China, then it comes back to us. There are other things to do and we can do it. We started with three people and when we finally won the third battle, we have thousands. And the people here and along the river can do it. Please no -- no action on this. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001408***

Received: 5/26/2016 7:50:57 PM
Commenter: Kenneth Durns
Organization:
State:

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

I'm glad to have the chance to make a comment about this project as it's very important to me. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001836***

Received: 6/2/2016 5:48:45 PM
Commenter: Kenneth Durns
Organization:
State:

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

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***TRANS-LV-M2-00036***

Received: 5/24/2016 12:00:00 AM
Commenter: Amber Dutrabondo
Organization:
State:

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

Hello. I'm Amber Dutrabondo (phonetic). And for the record, my forefathers did not come to Longview and create any facility like the Reynold's facility. And I wanted to tell you that I live on 215 20th Avenue right here in Longview, and I'm not from someplace else.

From my back porch -- from my back door I can see the transfer tracks. I can see the railroad tracks that will carry the coal dust. The coal dust that is already there will get worse. When I first moved here, I didn't know what the dust was all over my possessions. Every day it would come, and they said it would get worse.

I'm not a smart person to know how much worse it's going to get, all the numbers are confusing, but they say it will get a lot worse. And it's not very good now. My house is one of the 60 homes that is in the, High noise. I'm not quite sure what that means. It's already quite loud, but they say it will get much worse. And when your house is marked in red on a map for a proposal, that's not a good thing.

So I come here and I come here to speak to you, the people that are making the decisions, because I have no power. I can't make a decision. And I am speaking for the ones that have no voice: the animals, the children's, our ancestors.

No coal terminal is worth the lives that will be lost. No more noise, no more dust. I'm here to tell you I am pro jobs. I am pro union. I am pro rivers, I am pro hunting, fishing, nature. I am pro family. And I am anti coal dust.

I know that scientists say that coal dust is safe. At one point it was safe to smoke while having children in our womb. They said it was safe to have cigarette smoke in the home. These were scientists that thought they knew what was best. How long are we going to wait for the scientists to decide how bad this stuff really is?

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000720***

Received: 5/23/2016 1:14:42 PM
Commenter: Frank Dvorak
Organization:
State:

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

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003043***

Received: 6/13/2016 4:57:14 PM
Commenter: Daniel Dye
Organization:
State:

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

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you. Sincerely, Daniel Dye daniel.dye@joyglobal.com 82718

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

Received: 6/2/2016 12:00:00 AM
Commenter: Jesse Dye
Organization: Earth Ministry
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. Thank you for your endless patience. My name is Jesse Dye (phonetic). I'm a 40-year resident of Washington state starting on June 22nd. I am with Earth Ministry, which protects people of faith from environmental damage and connects us with environmental stewardship. I am of the Catholic Faith. I have with me as a visual aid the Pope's encyclical. I would ask to put it in the record. What the Pope says, which is significant for all people of goodwill in the world, climate change is real. It is caused by us. It is very serious. It is now. It is happening now and can be mitigated. What we have to do to mitigate this is to set limits on our carbon emissions at the same time we invest most heartily in renewable energy. Yes, we need energy. Yes, we need trains. Trains are fabulous. But not coal trains.

The sad part -- as I listen to the people testifying that say we need jobs and people from Millennium that came up from the day saying we need jobs, really that breaks my heart because we do need jobs. But coal produces the fewest jobs per square feet of port space of any commodity. Coal is the heaviest, dirtiest of freight for trains.

What I ask is that you deny this permit based on the global implications of climate but on the local implications of coal dust. And for the Draft EIS, I ask you to examine the chemical makeup of the surfactants, how long that stays in the air and what the effect is on human health. These are all things to be considered.

Thank you. Please deny the permit.

Dyer, David (0953)

Submission Number: ***MBTL-SEPA-DEIS-0000953***

Received: 5/24/2016 5:31:20 PM
Commenter: David Dyer
Organization:
State:

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

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000939***

Received: 5/24/2016 5:20:11 PM
Commenter: Gary Dyer
Organization:
State:

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

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

DYKES EHRLICHMAN PS
Land Use, Real Estate, and Environmental Law

Via Electronic Mail

June 13, 2016

Ms. Maia Bellon, Director
Dept. of Ecology
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Re: Millennium Bulk Terminals, Longview, WA
Comment on Draft Environmental Impact Statement

Dear Maia:

Thank you for the opportunity to comment on the Millennium Draft Environmental Impact Statement (DEIS) analyzing a proposed coal terminal on the Columbia River. The proposal will increase oil spill risk in the Salish Sea, both on the form of increasing the probability of a large spill and through the continual smaller spills from anchoring and bunkering at Salish Sea facilities. Please consider the following as part of your preparation of a final EIS under the State Environmental Policy Act, RCW ch. 43.21C.

Under SEPA, just as you have determined it is necessary to study the proposal's impacts on greenhouse gas emissions "from cradle to grave," it is equally necessary to study the proposals' impacts on vessel traffic and oil spill risks from the beginning point of the shipping (the terminals) to any points along the transshipment line, including anchorages and bunkering locations within the Salish Sea.[1] The DEIS fails to do this. This is not a minor error. The DEIS acknowledges that the project will generate port calls for 840 vessels per year, which equates to 1,680 transits per year, to and from the facility. DEIS at 5.4-35.

If even a percentage of these ships enter the Salish Sea for bunkering or repairs, the likelihood of a significant shipping accident adversely affecting

[1] The same principle will apply during preparation of the DEIS under the National Environmental Policy Act, 42 U.S.C. ch. 55. See, e.g., *High Country Conserv. Advocates v. U.S. Forest Service, 52 F. Supp.3d 1174, 1194 (D.Colo. 2014).*

P.O. Box 1271, Freeland, WA 98249

Barbara Dykes barbara@dykesehrlichman.com (360) 224-8664
Tom Ehrlichman tom@dykesehrlichman.com (425) 268-5553

fishing areas is substantially increased by these increased transits. The number of ships entering the Salish Sea is likely to amount to a significant increase in large vessel traffic. Because bunkering facilities are scarce along the Columbia River, because the proposal states that bunkering will not occur onsite, and because not all bunkering will occur overseas, it is reasonable to study the project's effects on bunkering and anchoring at established sites outside the Columbia River. The closest locations are at Port Angeles and Vendovi Island, near March Point in the vicinity of Anacortes. It is illogical for the DEIS to cut off the geographic scope of its review of impacts to the three-mile coastal zone seaward of the mouth of the Columbia River when it is reasonably foreseeable that bunkering will not occur on the Columbia River. See DEIS at 5.4-3. Ecology's SEPA review must be expanded to include all coastal areas likely to experience vessel traffic increases from the project, including in the Salish Sea, because Ecology has a duty to certify compliance with the federal Coastal Zone Management Act. 16 U.S.C. Ch. 33.

The entry of large bulk coal carriers into the Salish Sea for bunkering increases the potential for collisions with tankers, ATB's and other vessels carrying substantial quantities of oil and fuel, thus directly interfering with fishing areas. Recent analyses of bunkering statistics found that a single coal terminal's bunkering could increase bunkering within the northern Salish Sea by as much as 230% and that 92% of bunkering incidents result in a discharge of oil to the sea. *See* Glosten & Associates, *Gateway Pacific Terminal Vessel Traffic and Risk Assessment Study* (Nov. 4, 2014). The SEPA DEIS failed to study consequences of increased shipping generated by the project in the Salish Sea and the adverse cumulative effects of bunkering there, and thus failed to analyze the full range of reasonably foreseeable impacts as required by Ecology's SEPA Rules at WAC 197-11-060(4)(b)-(e); -792; -794.

Ecology as well as Cowlitz County must take into account the water quality and coastal zone impacts of this increased vessel traffic and bunkering in the Salish Sea, even if it is occurring outside of Cowlitz County or the three-mile limit off the mouth of the Columbia River. *Cathcart-Maltby-Clearview Comm. Council v. Snohomish Cty.,* 96 Wn.2d 201, 209 (1981); S.A.V.E. v. City of Bothell, 89 Wn.2d 862, 872, 576 P.2d 401 (1978) (Under SEPA, City may not disregard the adverse traffic congestion directly generated by a rezone even though it occurs outside of the City's boundaries). These impacts include large oil and fuel spills and their

deprivation of access to fishing and fish in areas most affected by the spills; cumulative effects of smaller, regular spills on water quality, migrating species, plankton, and seafloor species such as valued Dungeness crab fisheries at Saddlebags, Bellingham Bay and Cherry Point; impacts of waves on fry (wake stranding) and gravel substrate spawning habitat; interference with salmon migration patters; disturbance of the seafloor from anchor chains; deprivation of tribal and commercial fisher access to fishing areas within anchorage zones and surrounding areas; increased vessel conflicts with tugs, ATBs and other supporting vessels; and adverse effects of repeated ship noise on salmon, whales and other species of economic or cultural importance. The Millennium DEIS fails to analyze any of these impacts within the Salish Sea, either as direct, indirect or cumulative impacts, despite acknowledging that bunkering will not occur at the Longview site. Instead, the document attempts to justify this glaring omission in analysis of impacts (". . . it is not possible to predict the number of vessels that may bunker or where they would bunker. . ."). DEIS, Vessel Transportation Technical Report at 3-14. It was possible to do just this type of analysis for the now-denied Cherry Point coal terminal (Gateway Pacific Terminal), and it is therefore possible and necessary to do it for this project. Any conclusion in the DEIS that bunkering or vessel impacts in the Salish Sea are either not significant or avoidable (See, e.g., DEIS 4.6-27) is flawed because the Salish Sea impacts were never analyzed.

Adverse impacts of this project within the Salish Sea rise to the level of significance that would trigger denial by Ecology under the Clean Water Act and Coastal Zone Management Act. As you know, your SEPA rules require you to deem impacts to be probable significant adverse environmental impacts even when the probability of occurrence is low, when the consequence of the impact would be severe. WAC 197-11-794. In the case of Salish Sea commercial, recreational, and tribal fishing, even a small increase in probability of a large oil or fuel spill due to large vessel traffic collisions rises to that level of significance, because the effect on the ability of these fishers to harvest species of key importance to them would be devastated. Due to the catastrophic nature of this deprivation of access, any finding of probability should be deemed significant enough to trigger denial, under SEPA's substantive mandate. RCW 43.21C.060.

Thank you for your review of these comments on the DEIS.

Sincerely,



Tom Ehrlichman



Barbara Dykes Ehrlichman

cc: Ms. Debra Lekanof, Office of the Chairman, Swinomish Indian Tribal Community
Ms. Julie Carter, Columbia Inter Tribal Fisheries Commission

Submission Number: ***MBTL-SEPA-DEIS-0001556***

Received: 5/31/2016 5:07:30 PM
Commenter: Jackie Dymond
Organization:
State:

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

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002467***

Received: 6/10/2016 2:14:14 PM
Commenter: Gordon Ealey
Organization:
State:

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

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0002441***

Received: 6/10/2016 9:13:55 AM
Commenter: Mike Easley
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support the approval of the EIS for the Millennium Bulk Terminal. Shipping domestic coal to foreign markets is a sound economic and environmental option. The EIS shows that impacts can be mitigated.

Submission Number: ***MBTL-SEPA-DEIS-0001630***

Received: 5/31/2016 6:03:58 PM
Commenter: Ron Eastwood
Organization:
State:

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

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0001826***

Received: 6/2/2016 5:40:39 PM
Commenter: Gary Eaton
Organization:
State:

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

Moving this project forward is important to me, my family and my community. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0001312***

Received: 5/26/2016 6:57:28 PM
Commenter: Jon Eaton
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough now it is time to move forward with a fair process for permitting.

Submission Number: ***MBTL-SEPA-DEIS-0001003***

Received: 5/24/2016 6:00:26 PM
Commenter: Guenter Eckardt
Organization:
State:

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

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0002416***

Received: 6/9/2016 6:21:17 PM
Commenter: Guenter Eckardt
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0003031***

Received: 6/13/2016 4:45:15 PM
Commenter: Guenter Eckardt
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order. Sincerely, Guenter Eckardt g.eckardt@me.com 98625

Submission Number: ***MBTL-SEPA-DEIS-0003151***

Received: 6/13/2016 6:06:14 PM
Commenter: Guenter Eckardt
Organization:
State:

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

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Thanks for considering my comments. Sincerely, Guenter Eckardt G.eckardt@me.com 98625

Submission Number: ***TRANS-PASCO-M2-00050***

Received: 6/2/2016 12:00:00 AM
Commenter: Eddy
Organization: BNSF
State:

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

How's it going? I'm not a public speaker by any means. My name is Eddy, and I've been a locomotive engineer for BNSF for the last three years. I've been working specifically for the last three years in Tacoma, Washington where we would do the route. We would go down to Longview, unload the grainers, pick up the engine and coal in Centralia. I took coal trains up to where we crew change, and they would take it up to Canada.

A couple of comments about the noncapacity in Canada to take the coal trains. Money speaks and the railroads and those businesses will do anything to get that.

The other thing on the coal dust, as an engineer, I also ran on the Gorge. I ran over 100 coal trains over the Gorge, and I've never seen coal dumping into the river. I've never seen the coal dust. I believe it exists in little fragments, you know, here and there, but I've never seen it dumping like some would claim.

Now that Pasco's facility got their spray, I don't know exactly what the (inaudible) is, but I know when you're going through the sprayer, it sprays this liquid on that keeps the coal dust down, so they're trying. They're doing their part.

Another thing about the comments about the (inaudible) was that it needs to be looked at. They did a lot of that for Amtrak for enhancing their rail system on the Seattle subdivision because there's the passenger service and then with all of the traffic it makes sense to help out. Amtrak's a government organization, and it has ties with the tracks that it uses, so they have to help in enhancing the rail capacity. I'm trying to think if there's any other points.

All in all -- what is that?

EVENT HOST: It's just the right number of time.

All in all, I'm for it. If it creates jobs, it's good with me.

Submission Number: ***MBTL-SEPA-DEIS-0000715***

Received: 5/23/2016 1:05:49 PM
Commenter: Billy Edwards
Organization:
State:

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

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Edwards, Gary (3708)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [ ] Human Health
- [ ] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [ ] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am writing in opposition to the transporting of massive amounts of coal through the Idaho Panhandle to a Washington coastal export terminal. not only will the coal detritus spill along the tracks creating toxic coal dust & poisoning the wetlands for local residents, the burning of fossil fuels whether in China or anywhere will contribute to the ~~p~~ rapid acceleration of

(additional space is provided on the back)

(comment continued)

extreme weather conditions, increasing frequency of severe storms & record temperature fluctuations, polar ice melting & acidification of the oceans threatening the very survival of the planet for future generations.

The basic problem is overpopulation caused by humans breeding like lemmings - we have reached the limits of population growth that our planet can tolerate.

One small step that we could take right now is to eliminate the tax deductions for having children.

Please, I am 15 years old, and for the sake of my 3 children & 8 grandchildren & 3 great-grandchildren, do not approve the coal terminal & the rail transportation of coal through Coeur d'Alene & Spokane or anywhere.

Yours,

Gary G. Edwards

5/20/2016

Submission Number: ***MBTL-SEPA-DEIS-0000318***

Received: 5/11/2016 1:46:03 AM
Commenter: MARYRUTH EDWARDS
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0002870***

Received: 6/13/2016 2:55:36 PM
Commenter: Maryruth Edwards
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001498***

Received: 5/31/2016 1:45:49 PM
Commenter: Michelle Edwards
Organization:
State:

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

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments. Sincerely, Michelle Marie Edwards theedwards_4@msn.com 82633

Submission Number: ***MBTL-SEPA-DEIS-0000027***

Received: 4/30/2016 10:29:01 PM
Commenter: Ron Edwards
Organization:
State:

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

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job. Thanks, Ron Edwards ron@westernconstruction.com 98684

Submission Number: ***MBTL-SEPA-DEIS-0001043***

Received: 5/24/2016 6:30:18 PM
Commenter: Michael Egan
Organization:
State:

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

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0000533***

Received: 5/19/2016 5:36:43 PM
Commenter: Sharon Egan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000733***

Received: 5/23/2016 1:42:01 PM
Commenter: Riley Eggers
Organization:
State:

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

Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn't threaten trade or the jobs that depend on it. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002507***

Received: 6/10/2016 5:41:23 PM
Commenter: Michael Eichenberger
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Coal is the most abundant natural resource and cost effective way to power the world.

Submission Number: ***MBTL-SEPA-DEIS-0001596***

Received: 5/31/2016 5:33:43 PM
Commenter: Dana Eiland
Organization:
State:

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

Thank you for the opportunity to reach out on this important issue. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0000514***

Received: 5/19/2016 5:17:02 PM
Commenter: Guinn Eiland
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

COAL USE SHOULD BE DECREASED GLOBALLY DUE TO IT BEING A MAJOR CONTRIBUTOR TO GLOBAL WARMING.

AS A RESIDENT OF SPOKANE I WILL BE NEGATIVELY ~~AFFECTED~~ BY INCREASED RAIL TRAFFIC WITH NO LOCAL ECONOMIC TRADE OFF/ UPSIDE..

Eric Eilren

(additional space is provided on the back)

(comment continued)

Submission Number: ***MBTL-SEPA-DEIS-0001703***

Received: 5/31/2016 7:05:24 PM
Commenter: Jon and Bev Eiselein
Organization:
State:

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

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0000272***

Received: 5/10/2016 6:33:56 PM
Commenter: Boyd Eisenbraun
Organization:
State:

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

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium’s proposal. Now that the rail corridor has been studied, now it’s time for progress on the Millennium project! I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000907***

Received: 5/24/2016 5:06:42 PM
Commenter: Lanore Eisenhauer
Organization:
State:

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

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Enough with the schedule delays, bring this process to a close.

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

Received: 5/26/2016 12:00:00 AM
Commenter: Todd Eklof
Organization: Unitarian Universalist Church
State: Washington

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

Hi. My name is Todd Eklof. I'm a resident of Spokane and the minister of the Unitarian Universalist Church in Spokane.

Given that Spokane is the gel point for all train traffic heading west, the proposed Longview export terminal endangers the health, safety, environment, and economy of our community.

As I have testified for the record at five previous hearings in 2012, both the World Health Organization and the Environmental Protection Agency reclassify diesel fumes from being a probable to a certain carcinogenic.

Trains with multiple engines already sit idle on our tracks most of the day waiting for the line to clear spewing cancer causing particulates into the air. Because of our air inversion, these particulates, which stick to the lining of our lungs, stay in the air we must all breathe including the air that you're breathing right now increasing the rate of respiratory illnesses and cancer.

The impact of global warming and climate change is also having a detrimental impact on our local community, including unprecedented heat, fires, and smoke-filled air for weeks on end during our summers. The winter snow pack we depend on for water is also now lighter than it should be and because of our warmer springs is melting three times normal.

As our emergency officials has also testified, our community does not have the capability of responding to train derailment or explosion, which would be disastrous for nearby schools, neighborhoods, rivers, and the (inaudible) that is vital to our way of life.

Finally, the few coal and oil related jobs in Washington don't compare to the hundreds of thousands of tourism jobs already impacted by hot summers, hazardous air, and short ski season. We also know that even as the dying coal industry and deadly oil industry are declining that clean energy jobs are on the rise today according to the Bureau of Labor Statistics. The number of solar jobs in the U.S. is greater than the number of oil jobs, and the fastest growing occupation in the country is for wind turbine technicians. Clean energy means jobs, and we need to focus our resources on booming industry, not a dying and deadly one.

For the sake of both our local community and our planet, I beg you to please deny the construction of the Longview Coal Export Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002328***

Received: 6/9/2016 5:22:09 PM
Commenter: Brandy Elder
Organization:
State:

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

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0000154***

Received: 5/9/2016 1:31:21 PM
Commenter: Robert Eldridge
Organization:
State:

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

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0001389***

Received: 5/26/2016 7:34:40 PM
Commenter: Crystal Elinski
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Workers want to work, not destroy the environment and foster conspicuous consumption to ensue the suffering of their children and future. Green jobs are an infinitely more justifiable and long-term investment

Submission Number: ***TRANS-PASCO-M2-00040***

Received: 6/2/2016 12:00:00 AM
Commenter: Elizabeth
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hi. My name is Elizabeth. I have lived in Pasco my entire life.

I am satisfied reading the analysis of the impact on coal dust in the Draft EIS. While opponents of this project continue to attempt to make coal dust an issue, the EIS states that coal dust as a result of the project will not impact water quality, marine life, or human health.

In fact, any coal dust would be well below the strict air quality standards that protect our country's most vulnerable people. In fact, the project will spray the coal trains to prevent dust, and the EIS states that the spray is not toxic.

I'm glad this matter was looked into and put to rest in the EIS, and I look forward to seeing this project move forward. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000488***

Received: 5/18/2016 6:14:53 PM
Commenter: Anne Elkins
Organization:
State: Washington

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

This project has significant, unavoidable impacts--from greenhouse gas emissions to traffic delays," stated Jan Hasselman, attorney for the Power Past Coal Coalition. "The Dept. of Ecology acknowledges that moving over 44 million tons of coal in uncovered trains and stockpiling it along the Columbia would harm people's health and the river. I am concerned about spills, coal dust in the river, air quality, disruption of wildlife, potential pollution of the Columbia River, and the general concept that this project will significantly contribute to climate change by encouraging the burning of more coal. I believe all of these concerns must be studied more carefully, and any of these are sufficient to deny the permitting of the project. I'm sorry that I'm not a scientist, and can't address the issues with numbers and technical words, but it is more than obvious to anyone with common sense that this port would cause extreme environmental degradation. It is worth everything for Washington State to stay as beautiful and environmentally responsible as we possibly can. We can be national and world leaders rather than contributing to environmental destruction.

Submission Number: ***MBTL-SEPA-DEIS-0000194***

Received: 5/10/2016 4:12:12 PM
Commenter: Andrew Ellerbrock
Organization:
State:

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

Submission Text

This proposal is both completely nonviable in an environmental and an economic sense. Moving coal, which produces coal dust pollutants, in the incredibly fragile Columbia River Gorge is irresponsible to the citizens of the state and the environment. From an economic perspective, Millennium Bulk Terminals-Longview, LLC should have to answer questions to their investors about why a coal export terminal is needed when the prices of coal are in a landslide and the world moves on from it as a viable energy source. This project will not be profitable. Please do the right thing and protect this state. The last thing it needs is another eyesore on the beautiful Columbia River Gorge.

Submission Number: ***MBTL-SEPA-DEIS-0003262***

Received: 6/13/2016 7:18:48 PM
Commenter: Lyndsey Ellingsen
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-PASCO-M1-00034***

Received: 6/2/2016 12:00:00 AM
Commenter: Mike Elliott
Organization:
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 Mike Elliott (phonetic). Born and raised in Washington state, former resident of Kennewick and currently reside in Tacoma, Washington.

I'm speaking on behalf of the Washington State Legislative Board for the Brotherhood of Locomotive Engineers and Trainmen. We represent over 900 railroad operating craft personnel statewide. Our state board was established in 1904 and our labor union has documented presence here in Washington state dating back to 1984.

Pasco and the Tri-Cities area and Yakima Valley play an integral role in the south Washington and tri-state region. We fully support the Millennium Bulk Terminals proposed in Longview, Washington. It's a vital private investment and jobs community, commerce and trade infrastructure important to Washington state and to neighboring states.

Over four years ago Millennium began the permitting process to build a modern state- of-the art bulk commodities export terminal within an existing industrial corridor and on a former aluminum smelter site. Millennium cleaned up the site and demonstrated they are a responsible operator, community partner, and employer.

The Draft EIS has examined every conceivable aspect of the proposal including rail routes, commodity use, end use is unprecedented. The EPA SEPA process should be fair, balanced, and timely for all applicants regardless of the commodity. We ask the DEIS to continue without further delay. Having hauled commodity on earth we know the importance of work, jobs, commerce and trade infrastructure. Millennium is investing in all these and should be issued the necessary permits to complete the project.

Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00032***

Received: 5/26/2016 12:00:00 AM
Commenter: Mike Elliott
Organization:
State: Washington

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

Good evening. Mike Elliott. Tacoma, Washington. I just want to express my concerns on the process in terms of the balance of the EIS, and I would like to see and hope that this process can be fair.

I think there's been an undue scrutiny on the commodities of this product. And just letting you know, the products that we haul in the railroad industry, I think it sets a bad precedent for future products.

I think if when you look at permitting and the EIS and that type of thing, there ought to be a fair, balanced, neutral process for all comers.

And last September I was invited to the Chinese delegation reception in Seattle when they were here, and they're interested in doing business here and investing here in Washington state, and can be trading items with us in very serious. And, you know, before anyone will invest they want to know, is the process in place? Is it a timely process? And that keeps coming to the forefront in this.

So, for me, that's personally one of the main things that I look at is when you take a look at this thing, just make sure it's fair and balanced for everyone, regardless the commodity.

And if it is, then great. And, you know, I'm not bashing any of the other groups that have issues to talk about here, and we all have valid concerns in our own area. But I think for the EIS process it's got to be balanced, it's got to be fair, it's got to be even across the board regardless of the commodity thank you.

Submission Number: ***TRANS-SPOKANE-M2-00045***

Received: 5/26/2016 12:00:00 AM
Commenter: Carol Ellis
Organization:
State: Washington

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

Good evening. My name is Carol Ellis. I'm a life-long Spokane resident. When the dust has settled, we will not have said all that needs to be said about the dust.

In 2012, Burlington Northern/Santa Fe issued a dust warning when they had 31 cars derail in Pasco, possibly the same coal you saw here this evening. And Burlington Northern said that the dust does create a hazard on the rails.

So I have some proposals of what's not seen in the EIS. The first is a health section. We've heard nurses testify to the need for a health section. This is totally omitted, but we still haven't addressed the entire route from the Powder River. At least address the route starting at the state line.

From the Draft EIS, besides looking at health, and we need to look at waterways. Really only the Columbia is closely looked at in the EIS. I ask you to start with Lake Ponderay, where the Spokane aquifer begins. I ask you to examine the number of trestles that cross Lake Ponderay. I ask you to address the Snake River because trains will come up from the Snake. The Spokane River, the Columbia River, and to do a better job for the tribes and the fish populations at Longview.

I found that section totally inadequate, lacking scientific detail, lacking the names of the fisheries, locations of the fisheries, the names of the tribes.

I ask you to create an environmental infrastructure section where you look at the transport at least from the Washington/Idaho line, but really you need to start in Montana and go all the way through all the rivers and waterway, look at the number of trestles and the number of bridges over water.

The frequency of other users and derailments. I will provide derailment information.

Submission Number: ***TRANS-SPOKANE-Q4-00006***

Received: 5/26/2016 12:00:00 AM
Commenter: Carol Ellis
Organization:
State:

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

My name is Carol Ellis. In the built environment section, one, I believe they need to add an accounting for city centers, all of the city centers minimally from state line all the way through Spokane, Pasco, and to Longview minimally.

An accounting for all highly populated entities such as hospitals, schools, federal buildings, city halls, wherever there's high density populations. I think they need to account for that because in the -- I proposed having an infrastructure section, a new infrastructure section, and in the infrastructure section, I think they should have frequency models for other users such as agriculture and Amtrak because the EIS itself explicitly says that currently the system from the Idaho line clear to Longview can't meet the rail traffic needs currently. It explicitly says that. So it needs in that infrastructure section account frequency of other users.

It needs to have mathematical models for derailments especially near city centers and waterways. It needs infrastructure science where heat and freezing are most likely to occur in the rails, where wind may affect dust and particulates, and also in the design section under infrastructure where slopes and curves most likely require reduced speeds.

In other words, I want the EIS to address the transport from the state line all the way through Washington to Longview from a safety point of view. That's what infrastructure new section is about, and I spoke to have the number of trestles and bridges examined for weakness, and I spoke to having the riverways, lakes, aquifers, and aquifer sources as part of this mapping of the infrastructure section.

Furthermore, under derailments, if you go online to a website called DOT911reader, you can find out how many derailments have occurred in 2015 and '16. When these derailments occurred -- I'm not going to spell them all out. We're talking 31 cars, 27 cars, 15 cars in the center of a city or alongside a river or, you know, industrial area where there are other toxins that are around that it could interact with or two trains that collide. There's just so many. I think there needs to be mathematical models so we really do have a scientific understanding of the total number of adverse impacts we could be facing because they're going to increase with the increase in traffic that we know the system is not designed to take. They said so in the EIS. I think that's about it.

Submission Number: ***MBTL-SEPA-DEIS-0001530***

Received: 5/31/2016 4:50:04 PM
Commenter: Dennis Ellis
Organization:
State:

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

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0002942***

Received: 6/13/2016 3:23:27 PM
Commenter: James Ellis
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003035***

Received: 6/13/2016 4:50:14 PM
Commenter: Jeremy Ellis
Organization:
State:

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

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Cowlitz County has a surplus of industrial sites which impedes the development of the old Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done! Sincerely, Jeremy Ellis jeremyellis39@gmail.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0000501***

Received: 5/19/2016 1:14:08 PM
Commenter: Barbara Em
Organization:
State:

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

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003047***

Received: 6/13/2016 5:00:49 PM
Commenter: Sheila Embley
Organization:
State:

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

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration. Sincerely, Sheila Embley sembley51@gmail.com 98632

Submission Number: ***MBTL-SEPA-DEIS-0000286***

Received: 5/10/2016 7:03:53 PM
Commenter: William Embree
Organization:
State:

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

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Emlen, Sarah (3590)



I Stand Behind the Millennium Bulk Terminal

Ports are an integral part of our lives here in the Northwest and Washington's future as a leader in trade depends upon the investments and modernizations we make today. I support port investments in Longview like the Millennium Bulk Terminal so that our community can keep doing what we do best – bringing American made goods to markets around the world.

Sarah — First Name

Emlen — Last Name

Longview — City

WA — State

98632 — Postal Code

503.369.0364 — Phone

Semlen@willamettedental.com — e-mail

Citizen — Commenter Type (Agency, Organization, Business, Citizen, Other)

Don't forget to attend a hearing and voice your support in person!

Spokane Hearing, Thursday, May 26th Spokane Convention Center

Pasco Hearing, Thursday, June 2nd, TRAC Center

Let the Washington Department of Ecology and Cowlitz County Know You Support the MBT Project

Dear Cowlitz County and Washington Department of Ecology,

I want to underscore my strong support for the approval of the proposed Millennium Bulk Terminal in Longview, Washington. Here is why:

- An investment opportunity like this will ensure Washington can maintain and grow its trade infrastructure and allow our state to compete more closely with other trade markets in North America.
- Ushering in developments like this project **will** provide critical economic opportunities for local communities throughout Washington, including:
  - » 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete.
  - » Estimated $5.9 million in local tax revenue during construction and an additional $1.7 million annually post-construction.
  - » Estimated $37.2 million in state tax revenue during construction and $2.2 million annually thereafter.
- The DEIS goes into excruciating detail about how the proposed terminal will meet Washington's high standards for environmental stewardship.

The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore.

Tell us why you support expanding trade and creating jobs with the Millennium project.

Longview took a hit in 2008 and we are just now beginning to see businesses coming back. Local artisans, shops, mom & pop eateries are all fantastic - but they can't succeed without a local economy, a local community that can afford to splurge on dinner out. Longview has long been known as the drug capital of WA State. You want to boost the local economy and fight the drug epidemic? Give people more to do than drugs - give people jobs

Submission Number: ***MBTL-SEPA-DEIS-0002785***

Received: 6/13/2016 2:21:44 PM
Commenter: Bruce Emmons
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003015***

Received: 6/13/2016 4:36:53 PM
Commenter: bruce emmons
Organization:
State: Washington

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

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002765***

Received: 6/13/2016 2:14:37 PM
Commenter: Randy Emtman
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Endo, Kathy (3710)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am a home health nurse. Every year I take care of more cases of Respiratory illness
We must have clean Air
We must move off dependence on coal
the one fact that coal trains moving thru WA would be like adding 670,000 cars is enough to stop this process
Please stop

(additional space is provided on the back)

(comment continued)

Kathy Endo - spokane

Submission Number: ***MBTL-SEPA-DEIS-0001446***

Received: 5/29/2016 10:55:21 AM
Commenter: KIm Engel
Organization:
State: Washington

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

Submission Text

Since economics seems to be the only reason for Montana and Wyoming to push for these coal exports, that we, as a state and a community, may be able to help them economically in other ways. For example with funds for re-training of coal workers, with technology, and other means to mitigate their loses. I think that everyone is in agreement that coal is not the answer, we just have to be creative, empathetic, and supportive to the communities that are struggling. I'm nor sure if this would be the correct agency for this e-mail, please respond or pass it on, if you consider it worthwhile.

Submission Number: ***TRANS-LV-M1-00068***

Received: 5/24/2016 12:00:00 AM
Commenter: Nick Engelfried
Organization:
State: Oregon

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

Submission Text

Hi. My name is Nick Engelfried, I lived in Hillsboro. I am 28 years old. And in all the time I've been alive I have never experienced a month in which global temperatures were below normal. No one who is may age or even a little bit older than me has experienced a month where temperatures were below normal. What we seen is year after year, month after month of above average temperatures. We're now over six months into record-setting temperatures that every month we've had a new month of record-breaking temperatures globally it seems like. And not just breaking the record by small amounts, they're breaking the record by margins the scientists didn't think we'd see for years. Ninety-seven percent of climate scientists are saying climate change is real, it's happening, it's caused by people. And this is something I live with, struggle with every day, because I know this is going to affect the rest of my future. Right now in India people are experiencing a massive heat wave. The Great Barrier Reef in Australia is dying from coral bleaching. Fossil fuels are causing climate change and building this coal terminal would make it worse. I urge that this terminal be rejected, that it not be built. And know that if it's not built that will mean a better future for myself and millions and millions of other people affected by climate change. Thank you.

Engle, Dave (1648)

Submission Number: ***MBTL-SEPA-DEIS-0001648***

Received: 5/31/2016 6:14:52 PM
Commenter: Dave Engle
Organization:
State:

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

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000572***

Received: 5/19/2016 6:15:27 PM
Commenter: Jerry Englin
Organization:
State:

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

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium’s project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002314***

Received: 6/9/2016 5:12:13 PM
Commenter: Britani Erickson
Organization:
State:

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

I appreciate the opportunity to weigh in on this development project in Longview. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0003412***

Received: 6/14/2016 2:15:20 AM
Commenter: Connie Erickson
Organization:
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 Connie R. Erickson. I was born in Roseburg and have lived the last thirty-two years here in Saint Helens. I am writing to tell you I favor the No Action Alternative and am absolutely against the Millenium Project in all its forms. My initial objections were to the contamination of the river and air along the transportation route, my home. Of course the wider issue is the damage done to the entire planet when this friable, low quality coal is burned. Yes, That's a reference to global warming, a crisis we, the United States, should be working to mitigate rather than exacerbate. In addition I have never understood why we weren't actively storing non-renewable energy resources. Economically they can only become more valuable as resources are used up around the world. Eventually we learn of more effective methods and uses of this resource until then leave it in the ground. Again, I recommend the No Action Alternative.

Submission Number: ***MBTL-SEPA-DEIS-0001568***

Received: 5/31/2016 5:14:51 PM
Commenter: Mark Erickson
Organization:
State:

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

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0003038***

Received: 6/13/2016 4:53:04 PM
Commenter: Eric Ericson
Organization:
State:

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

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access.

Erven, John (2389)

Submission Number: ***MBTL-SEPA-DEIS-0002389***

Received: 6/9/2016 6:06:15 PM
Commenter: John Erven
Organization:
State:

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

Moving this project forward is important to me, my family and my community. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***TRANS-LV-M2-00074***

Received: 5/24/2016 12:00:00 AM
Commenter: Kathleen Esparza
Organization:
State: Washington

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

Good evening. My name is Kathleen Esparza (phonetic), and I'm a retired Homeland Security employee. During that tenure I was there, TSA was there to protect and serve the people. And I was very proud of what I did. And I hope that you, the hearing people here, are here to protect and serve us, the community, as well as Longview and Vancouver and Washington.

In that regard, I'm here speaking in opposition of the proposed coal terminal in Longview to defend the health of this community and to advocate for small investments in economic development in the region. The coal terminal has been proposed by a company that is not based in Longview. And in fact not in the Pacific Northwest at all.

Here we have a strong regard for the environment and the safety of our communities. The coal terminal would be invading the lives of people in my community. This activity would be taking place in the back yards of Longview working families.

I urge you to consider what the impact would be if the tables were turned. Our community is small, and with as much opportunity as Longview and Vancouver should not be damaged by the potential hazards that a refinery poses. The emergency response force in the area is not nearly large to deal with the impacts of an accident involving oil rigs.

Again, I speak in opposition of the coal terminal being imposed on the people of Longview and urge your no vote on the issue. I challenge each one of you to live along this coal train corridor for one week and breathe the pollution of the coal dust and listen to the constant noise of the trains.

Thank you very much.

Submission Number: ***MBTL-SEPA-DEIS-0001290***

Received: 5/26/2016 6:43:45 PM
Commenter: Richard Esper
Organization:
State:

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

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0000940***

Received: 5/24/2016 5:20:47 PM
Commenter: HR Estep
Organization:
State:

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

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Estes, Judith (2430)

Submission Number: ***MBTL-SEPA-DEIS-0002430***

Received: 6/9/2016 6:38:00 PM
Commenter: Judith Estes
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please don't send coal trains down the Sides of the Columbia River. We live in a unique area of arid beauty, and we are fast losing it. In addition, we already have the health problem of blowing dust. Please do not compound that by adding coal dust to it. Thank you, Judith B. Estes

Submission Number: ***TRANS-LV-M1-00004***

Received: 5/24/2016 12:00:00 AM
Commenter: Raymond Estrada
Organization: Celilo Wyam Indian Village
State: Washington

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

(Speaking Tribal language.) My name is Raymond Estrada and this is my daughter Paula, and we're residents of Celilo Wyam Indian Village. And I'm up here today not on behalf of my people but on behalf of all people, because this coal has done more damage in the short time that it's already been running than it has helped.

Money is not worth our lives. Money is not worth our children, our animals. As Indian people we're charged as stewards of the land, to protect the land and protect the animals.

I witnessed myself somebody picking up a 32-ounce cup of gravel from the railroad and they cleaned out all the gravel and there was a pint of coal. Not dust, coal. Coal rocks. I seen it. It's true. We watch them go by our home, by our river, by our people every day.

And I come up here on behalf of us as human beings, that we'll look out for one another and understand that our land can only take care of us for so long if we mistreat it.

I don't have statistics, I don't have big words, but I have my heart and I have my Indian ways, and they taught me how to be. And nothing is worth our lives, nothing is worth our future. Our children are going to pay for it. Everyone eats our salmon in the river. And one day they're all going to be affected by it, the people of the world, not just us.

I hope that you'll see this and you'll hear our hearts are pure. And I feel bad because I know we all needs jobs.

Submission Number: ***MBTL-SEPA-DEIS-0000678***

Received: 5/23/2016 12:18:43 PM
Commenter: Art Etter
Organization:
State:

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

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. When the trains are loaded in Montana, Millennium puts a liquid coverâ€"like a glueâ€"on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000793***

Received: 5/23/2016 4:39:52 PM
Commenter: Andrew Evans
Organization:
State:

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

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water and coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible. Sincerely, Andrew Stephen Evans andrewevanscma@gmail.com 98626

Submission Number: ***MBTL-SEPA-DEIS-0002317***

Received: 6/9/2016 5:14:05 PM
Commenter: Andrew Evans
Organization:
State:

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

I am writing about the Millennium coal export project. I believe this project is good for the community. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0001104***

Received: 5/24/2016 7:24:23 PM
Commenter: Bryon Evans
Organization:
State:

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

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0001841***

Received: 6/2/2016 5:54:55 PM
Commenter: Mike Evans
Organization:
State:

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

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002569***

Received: 6/13/2016 12:13:13 AM
Commenter: GAil Everett
Organization:
State: Washington

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

I was born and raised in the Northwest. I only have a few words. Please do not transport coal through our state and up the Columbia River Gorge. The BEAUTIFUL and natural, CR Gorge. Humans have caused so much destruction to our world in our quest for MORE.. money, power, prestige, etc. When do we say... enough! Please

Evitt, Terry (0508)

Submission Number: ***MBTL-SEPA-DEIS-0000508***

Received: 5/19/2016 5:10:30 PM
Commenter: Terry Evitt
Organization:
State:

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

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Ewer, Ryan (0055)

Submission Number: ***MBTL-SEPA-DEIS-0000055***

Received: 5/3/2016 2:53:43 PM
Commenter: Ryan Ewer
Organization:
State:

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

I'm glad to have the chance to make a comment about this project as it's very important to me. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP! Sincerely, Ryan Ewer

Submission Number: ***MBTL-SEPA-DEIS-0002214***

Received: 6/7/2016 7:28:06 PM
Commenter: Thomas Fafard
Organization:
State:

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

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001593***

Received: 5/31/2016 5:31:27 PM
Commenter: Paul Fahlsing
Organization:
State:

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

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***TRANS-LV-M2-00051***

Received: 5/24/2016 12:00:00 AM
Commenter: Richenda Fairhurst
Organization: Camas United Methodist Church, Pastor
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 Richenda Fairhurst, and I'm the pastor of the Camas United Methodist Church in Camas, Washington. And the trains come through our town. The trains come through Camas, come through Washougal. They go by schools. They go through residences where people live right next to the tracks. They go right next to the Columbia River, all that way along. They get between -- they go through major arteries where people talked about getting to the hospital. That's legitimate.

And in Washougal they go right through downtown Camas. There's not a gap to us between Longview and Camas when we're about the volume of coal trains and trains that are supposed to go through. But you know what really breaks my heart? Is looking at how divided this community has become over coal.

They're not divided over jobs. They all want jobs. They're not divided over families. They all want families. They all love their families. The only thing dividing these groups -- and there's some mean talk going on. The only thing dividing these is coal. Coal which is going out of business in a hurry. Nineteen train crashes a year will put more crashes before there are jobs created before this is an obsoleted technology.

Unless we are going to build stagecoach factories next, we have to give these people real jobs, real good jobs. Jobs that will take them into the real new millennium, not the last millennium. That was the Dark Ages. We need real jobs and real community. And coal isn't it. Say no.

Thank you.

Submission Number: ***TRANS-PASCO-M1-00032***

Received: 6/2/2016 12:00:00 AM
Commenter: Dixie Faline
Organization:
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 Dixie Faline (phonetic), and I live in Longview. I've been there over ten years and my family lives there. Longview is a very unique place. It is home to hard-working people that want to provide for their families. That is what Millennium is offering in the right location. It's an underutilized port right now. Adding more industry right there makes sense. The site is perfect for the terminal and Millennium is ready to invest more that half a million to make it happen. The EIS says they can do it while meeting the state's strict environmental standards. What also makes sense is to grant the permits for the work to begin so other people can have great jobs like I do.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Potential oil/gas/coal spills on the Columbia are of great concern --- effects on fish/wildlife/vegetation and subsequent impacts on tribal/recreation/commercial fish stocks. The risks seem enormous --- if there is a spill, is Millenium fully prepared to clean up, remediate, restore and fully compensate all affected parties

(additional space is provided on the back)

(comment continued)

Phyllis Farrell
phyllisfarrell68@hotmail.com

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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- ☐ Air Quality
- ☐ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Question: In the event of a spill, is the RR adequately insured and/or required to be fully responsible for all cleanup and mitigation? Taxpayers should not have to be responsible for a company's responsibility and subsequent loss to their profits

(additional space is provided on the back)

(comment continued)

Phyllis Farrell
phyllis-farrell68@hotmail

FAULK, WILLIAM (1053)

Submission Number: ***MBTL-SEPA-DEIS-0001053***

Received: 5/24/2016 6:40:41 PM
Commenter: WILLIAM FAULK
Organization:
State:

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

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0001550***

Received: 5/31/2016 5:04:18 PM
Commenter: Gary Faulkner
Organization:
State:

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

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough now it is time to move forward with a fair process for permitting. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002717***

Received: 6/13/2016 1:38:12 PM
Commenter: David Favilla
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003332***

Received: 6/13/2016 8:59:50 PM
Commenter: Claire Favro
Organization:
State: Washington

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

There will always be risks to providing our nation with the energy resources required to support our infrastructure, businesses, and personal living spaces. I am opposed, however, to taking unnecessary risks to support the exportation of our natural resources to other countries. The trains transporting oil, coal, or any other resources from interior locations to the coast in order to export their contents as cheaply as possible, is NOT ACCEPTABLE. The mega-corporations that control this process and are pursuing "business as usual" must be made accountable to the communities they endanger and the lives they put at risk. There is NO viable trade-off of environment and quality of life against the desire for profit. The burden of finding or developing safe and non-invasive transportation corridors MUST be shouldered, not ignored. Thank you for adding my name to the list of those Washington State residents opposed to the proposed marine terminal

Submission Number: ***MBTL-SEPA-DEIS-0001013***

Received: 5/24/2016 6:05:50 PM
Commenter: Norman Feck
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0002422***

Received: 6/9/2016 6:24:43 PM
Commenter: Norman Feck
Organization:
State:

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

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0003242***

Received: 6/13/2016 7:07:25 PM
Commenter: Jessica Feldhausen
Organization:
State:

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

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. When the trains are loaded in Montana, Millennium puts a liquid cover on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility. Sincerely, Jessica Feldhausen jfeldhausen@wesco.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0000297***

Received: 5/10/2016 7:21:53 PM
Commenter: Pter Feltz
Organization:
State:

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

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001636***

Received: 5/31/2016 6:07:25 PM
Commenter: George Fenrich
Organization:
State:

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

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American JOBS. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

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

Received: 5/24/2016 12:00:00 AM
Commenter: Kevin Fenwick
Organization:
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 Kevin Fenwick. I'm a resident of Seattle, Washington. I work there and across Washington state providing public outreach on our dying bee population and actions on colony collapse disorder. I'm here to urge a no action alternative. I think that dealing with the climate crisis takes the globe working together with communities considering ourselves as a global community. I think the climate crisis has brought us to this point. And I think Washington state has the privilege of making a choice of what kind of economy and what kind of sustainable and family wage jobs we're building. And unlike other communities across the globe, we have the privilege and chance to create a renewable infrastructure and act now. I think that given this privilege it is our responsibility as global citizens for Washington state to move forward with a renewable infrastructure. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001526***

Received: 5/31/2016 4:47:04 PM
Commenter: Sara Ferber
Organization:
State:

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

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002466***

Received: 6/10/2016 2:13:44 PM
Commenter: Richard Ferguson
Organization:
State:

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

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. When the trains are loaded in Montana, Millennium puts a liquid coverâ€"like a glueâ€"on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project. I have been involved in export oriented, job-producing industries for almost 40 years, including heading up a venture in the State of Washington, and the State needs long term, support industries like this.

Submission Number: ***MBTL-SEPA-DEIS-0001127***

Received: 5/24/2016 7:46:29 PM
Commenter: Sheldon Ferguson
Organization:
State:

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

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium’s proposal is unprecedented and has far reaching economic implications. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [x] Vessel Transportation
- [x] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [x] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Natalie Ferraro 720 W 16th St Vancouver WA 98660

Coal is the dirtiest form of energy humans have ever figured out how to exploit. Trasporting it has myriad problems that will directly impact the communities and ecosystems that the tracks run through. From extraction to combustion, humans, animals, and everything in between are & will continue to be negatively affected by this coal. The company behind this

(additional space is provided on the back)

(comment continued)

proposal is bankrupt. How are they going to pay for the jobs they are promising when they can't even keep their industry solvent? The offer of jobs cannot be supported and the approval of any infrastructure will be an unnecessary waste. Coal is a dying monster. We do not want it anywhere near our communities. Our brothers and sisters in Appalachia have suffered the consequences, and we need to heed their warning. Coal will destroy this community, first by polluting the air, the water, ~~the~~ our rivers, and then when they can't pay for the jobs abandoning Longview with a ~~destroyed~~ decimated ecosystem and a busted economy. Nothing about this proposal is acceptable. Please recommend the no action alternative for this project.

Thank you

Erik Ferry Grantrai$ing $ervices for Bay Area public-benefit organizations

3445 San Pablo Dam Rd., Apt. 27
El Sobrante, CA 94803
Ph/Fx 510.326.6328
eml: erikf1@comcast.net
web: http://www.linkedin.com/pub/erik-ferry/11/84b/10

RECEIVED

MAY 19 2016

DEPARTMENT OF ECOLOGY
OFFICE OF DIRECTOR

May 16th, 2016

Washington State Department of Ecology
P.O. Box 47600
Olympia, WA 98504-7600

Re: Millennium Coal Transport Terminal proposed for Longview

Dear Ecology Department Reviewers,

As a former Washington State resident and citizen of this nation and planet, I urge the Department to reject the proposed Millennium Coal Terminal for its negative environmental and public health impacts.

At a time when the U.S. coal industry is already dying a long-overdue death, the pace of global climate destabilization has been found to be quicker than previously thought and accelerating, and the public health impacts of coal production and use are increasingly obvious, let this project also meet its demise.

Its backers have no end of opportunity to invest in renewable energy and energy-efficiency projects now underway or proposed, from Washington State to the Baltic Republics, to China itself.

Thanks for your consideration of this viewpoint.

Erik Ferry
El Sobrante, CA

Submission Number: ***MBTL-SEPA-DEIS-0001590***

Received: 5/31/2016 5:29:48 PM
Commenter: Norman Fetscher
Organization:
State:

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

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many let's makes it happen. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium’s proposal. Now that the rail corridor has been studied, now it’s time for progress on the Millennium project! It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0001850***

Received: 6/2/2016 6:01:25 PM
Commenter: Todd Fickler
Organization:
State:

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

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

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

Received: 5/26/2016 12:00:00 AM
Commenter: Andy Field
Organization:
State: Washington

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

Hi. My name is Andy Field, from Spokane, Washington. And I'm here because I believe we need to create jobs and opportunity here in Eastern Washington. That means we need to be able to export.

Our farmers and producers need to be able to send their goods to market. Recently port closures and slow downs in Portland have hurt us here in Eastern Washington. We can find smart ways to protect our environment without stifling our economy. We should expand our ability to export so we can have good paying jobs here in Spokane.

Submission Number: ***MBTL-SEPA-DEIS-0002810***

Received: 6/13/2016 2:33:33 PM
Commenter: Kevin Fields
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003058***

Received: 6/13/2016 5:10:23 PM
Commenter: kevin fields
Organization:
State: Washington

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

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Filfein, Jeff (0193)

Submission Number: ***MBTL-SEPA-DEIS-0000193***

Received: 5/10/2016 4:00:31 PM
Commenter: Jeff Filfein
Organization:
State: Washington

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

I think it is just very bad for the nature to build a huge coal terminal to WA state, because it will effect fishing very dramatically, and the transportation of the coal will affect the air and the soil in many ways. I think its time to move to more cleaner energy sources and stop using the polluting and CO2 emitting coil! Jeff Filfein

Submission Number: ***MBTL-SEPA-DEIS-0000229***

Received: 5/10/2016 5:23:59 PM
Commenter: Scott Filkin
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0002961***

Received: 6/13/2016 3:33:39 PM
Commenter: Frank Finlayson
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003171***

Received: 6/13/2016 6:17:17 PM
Commenter: Maria Fischer
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001047***

Received: 5/24/2016 6:33:24 PM
Commenter: Doug Fisher
Organization:
State:

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

Submission Text

As a railroad fan, I have walked most of the UP track running from the Powder River Basin through Bill, WY, down to the Weber Canyon and on to western users. I do not recall ever finding any coal or seeing coal dust anywhere. I've visited the Gillette, WY, which is close to the coal mines, and the air was clear and I saw no signs of dust anywhere. Longview need s family-wage jobs and this project is perfect for this town. We have the skilled workers and good union relations with employers. We need to approve this project and get it moving, generating clean jobs for Longview.

Submission Number: ***MBTL-SEPA-DEIS-0000254***

Received: 5/10/2016 6:06:35 PM
Commenter: Doug and Judy Fisher
Organization:
State:

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

I appreciate the opportunity to weigh in on this development project in Longview. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied it's time to move this proposal forward! Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0000532***

Received: 5/19/2016 5:35:57 PM
Commenter: Benjamin Fisler
Organization:
State:

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

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county, not to mention the much-needed tax revenues. Let's not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000336***

Received: 5/11/2016 2:49:20 AM
Commenter: BLAINE FITZGERALD
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002196***

Received: 6/7/2016 7:14:00 PM
Commenter: Dennis Fitzgerald
Organization:
State:

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

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough, now it is time to move forward with a fair process for permitting. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0000335***

Received: 5/11/2016 2:47:20 AM
Commenter: GLORIA FITZGERALD
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***TRANS-SPOKANE-M1-00058***

Received: 5/26/2016 12:00:00 AM
Commenter: Mark Fix
Organization:
State: Montana

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

I'm Mark Fix, and I'm a rancher on the Tongue River about 20 miles southwest of Miles City, Montana. I'm also a chair of the Tongue River Railroad Task Force and Resource Council.

I traveled more than 700 miles one way today to urge you to deny the permit for the Millennium Bulk Terminals. Arch Coal has part ownership in the proposed terminal, also proposed to build a new coal mine on Otter Creek near my home in Southeastern Montana that was the largest proposed new coal mine in the United States. They were also part owner in the Tongue River Railroad. The Surface Transportation Board just denied the Tongue River Railroad permit application.

The Tongue River Railroad held the power of federal condemnation over my head for decades. They could have potentially taken three miles of my ranch to build it. The main reason that the application was terminated was that without that Otter Creek mine had not gotten a permit, there was no reason to build a railroad to a nonexistent mine, and notably the lack of markets for coal.

The Surface Transportation Board does not believe that these new coal markets just materialize out of thin air, the field of dreams strategy that if you build it, they will come. Washington Department of Ecology and Cowlitz County should not use that strategy either. The likely impacts of this coal are too great to grant a permit based on speculation.

Arch is in the process of bankruptcy and should not be speculating on a new port that is not financially viable. They need to concentrate on taking care of their employees and reclaiming the land they have mined. A bankruptcy court ruled that Arch does not have to pay creditors, but they can spend money on a new port? The economics of a new port do not make sense. Coal is not the fuel of the future and building a port for coal would be a big mistake. We can't build the economy of the future on the bankrupt fuel of the past.

It will take work to change our ways from running coal to using renewables but the time is right and we must do it if we expect to save our world. Climate change is here. If we ignore it we will have even more fires and strange weather patterns than we do now. In 2012 over a million acres burned in Montana. In 2013 my family had an EF one tornado that took a swath through our ranch and took off half of my barn roof and a quarter of my house roof and uprooted 100's of Cottonwood trees along the Tongue River. In 2014 we had the worst ice jam flood I have ever seen at my ranch, and in 2015 we had the 2nd highest acres ever burned in Montana. Climate change is making it more difficult to survive as a farmer and rancher. We depend on the weather for our crops and our livestock. We must wean ourselves from coal to save our planet and agriculture. I thank you for allowing me to speak and I urge you to choose the no action alternative.

Submission Number: ***MBTL-SEPA-DEIS-0003264***

Received: 6/13/2016 7:20:02 PM
Commenter: Bryan Flanary
Organization:
State: Washington

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

I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscores my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. Washington has long depended on trade and exports as a vital part of our economy, directly and indirectly creating 40 percent of all our state's jobs. Ushering in developments like Millennium Bulk Terminals - now thoroughly reviewed and vetted - will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Flanary, Bryan (3295)

Submission Number: ***MBTL-SEPA-DEIS-0003295***

Received: 6/13/2016 8:04:09 PM
Commenter: Bryan Flanary
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001161***

Received: 5/25/2016 2:00:05 PM
Commenter: Amy Flint
Organization:
State: Idaho

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

Although substantial research on environmental concerns and possible mitigation has been completed for Washington state (especially Cowlitz county), the proposed rail routing actually involves six states; clearly, further studies are needed. The most concerning issues include: *enhanced global climate change due to increased coal burning in China (wouldn't the money be better spent in developing sustainable/environmentally friendly alternatives?) *aquatic/water quality (not only for the Columbia river, but for other areas where trains will pass over a large body of fresh water such as Lake Pend Oreille in the Sandpoint area) *rail transportation concerns, which include inadequate infrastructure for increased traffic, substantially increased health impacts from coal dust and emergency vehicle delays, and noise pollution due to increased train whistles in populated areas. I also urge you to consider the fact that although the six states involved will share (to some degree) the environmental and safety risks, neither Idaho nor Oregon stands to gain any financial benefit. Any savvy investor knows that considering risks versus anticipated benefits is critical to any investment decision-making. Zero benefit + significant risks = untenable option.

Submission Number: ***MBTL-SEPA-DEIS-0001799***

Received: 6/2/2016 5:14:38 PM
Commenter: Danise Flood
Organization:
State:

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

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001570***

Received: 5/31/2016 5:17:08 PM
Commenter: Steve Fluck
Organization:
State:

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

Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0003189***

Received: 6/13/2016 6:24:39 PM
Commenter: Donald Flynn
Organization:
State:

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

Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments. Sincerely, Donald Patrick Flynn dflynn0001@yahoo.com 82637

Submission Number: ***MBTL-SEPA-DEIS-0003190***

Received: 6/13/2016 6:25:19 PM
Commenter: John Flynn
Organization:
State:

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

Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work! Sincerely, John Flynn JFlynn@archcoal.com 82732

Submission Number: ***MBTL-SEPA-DEIS-0003185***

Received: 6/13/2016 6:23:27 PM
Commenter: Michael Flynn
Organization:
State:

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

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you. Sincerely, Michael Flynn mcflynnigan82@hotmail.com 82637

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97818 Mckinley Lane
Myrtle Point OR 97458
June 1, 2016

ICF International
710 Second Ave, Suite 550
Seattle WA 98104

Dear Sirs + Madams:

I oppose the Millenium Coal Terminal proposed for Longview, Washington. If built, at least twelve more coal trains - uncovered - will move through the Columbia River Gorge every day. Coal dust is bad for people's health, water quality, and animal health.

Please consider the negative impact on human health and the water on which we depend for drinking and recreation. I believe the coal dust from trains in the Columbia Gorge violates the Clean Water Act.

The Columbia River Gorge National Scenic Area brings many people to the towns in the Gorge, and that is good for the local economies. Real and perceived health problems from coal dust will reduce this tourism -

Thank you -

Diane Follansbee

Submission Number: ***MBTL-SEPA-DEIS-0000490***

Received: 5/18/2016 7:59:59 PM
Commenter: Thelma Follett
Organization:
State: Washington

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

Given our current knowledge of climate change, ocean acidification, global water usage, and the downward trend of coal markets, the co-lead agencies, Cowlitz County and the Washington State Department of Ecology, should deny this proposal. When this project was first conceived, the public did not have enough vetted information to assess the applicant's specious claim to fill a "need" for diversification (thus, "jobs") within the state's export economy. We now know that green jobs (i.e., those not involved with dirty energy, and especially, coal) are growing exponentially (http://cleantechnica.com/2015/06/05/1-2-million-us-green-jobs-reported-q1-heres-thats-problem/). We do not need coal jobs. The draft EIS has not addressed this adequately. The draft EIS has not adequately addressed the fact that coal is quickly becoming antiquated. Coal reserves are "stranded assets" whose theoretical market value will never be realized because environmental, legal, technological, and market constraints will inevitably prevent much of it from being sold and burned. …" (http://www.theatlantic.com/magazine/archive/2015/11/the-planet-saving-capitalism-subverting-surprisingly-lucrative-investment-secrets-of-al-gore/407857/). I agree with the draft EIS that "the Proposed Action's remaining projected contribution to greenhouse gas emissions impacts, which are cumulative in nature, would still be significant and adverse under the greenhouse gas emissions intensity considerations previously noted" (http://www.millenniumbulkeiswa.gov/sepa-draft-eis.html). I was concerned 5 years ago and I remain concerned about the cumulative effects of coal burning across the Pacific returning to plague us in Washington State. Extract from my 2011 GPT scoping comment: "In April, 2006, an American satellite spotted a cloud of pollutants generated from coal combustion in Northern China crossing to the West Coast. These pollutants, including microscopic cancer causing particles of "sulfur compounds, carbon and other byproducts," were then detected on mountaintops by researchers in California, Oregon and Washington mountaintop detectors ("Pollution From Chinese Coal Casts a Global Shadow," June 11, 2006). Additionally, pollutants like ozone (asthma and heart disease) and mercury (a neurotoxin) are linked to coal burning byproducts that cross the Pacific Ocean in ever increasing amounts from China ("Northwest Coal Exports, Some common questions about economics, health, and pollution," September, 2011)." One issue that is cumulative in nature but that has not been addressed in this draft EIS is the effect of global water use as we are entering a future of water scarcity due to anthropomorphic climate change ("High and Dry Climate Change, Water, and the Economy: Global Water Practice," World Bank Group, 2016). See also: "China's and India's plans to build more coal-fired power plants to meet electricity needs aren't feasible because of a lack of water needed to cool the plants…" ("China, India Lack Water for Coal Plant Plans, GE Director Says," June 7, 2012); "With China set to vaporize water equal to what flows over Niagara Falls each year, and India's industrial water demand growing at twice the pace of agricultural or municipal use, Asia's most populous nations will have to reconsider energy projects to avoid conflict between cities, farmers and industry" ("Asia Risks Water Scarcity Amid Coal-Fired Power Embrace," September 11, 2012); "…as global energy consumption continues to increase…this will place the energy sector into greater competition with other water users for already limited freshwater resources in many regions of the world. This competition for water resources will impact future energy development and could have significant impacts on energy reliability and energy security in regions around the globe" ("The Global Water Crisis: Addressing an Urgent Security Issue, 2011-2012," pg.19).

Submission Number: ***MBTL-SEPA-DEIS-0000311***

Received: 5/10/2016 11:29:38 PM
Commenter: Attila Folnagy
Organization:
State: Montana

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

Submission Text

This project brings up multiple concerns related to the environmental impacts to surface water, groundwater, aquatic life, and public health. First, I didn't see any attempt to address indirect runoff from this site that could adversly affect aquatic life. Will proper BMPs be used to prevent such runoff that leachs from the piles of coal. There also was no discussion on groundwater impacts to other water users based on the applicant's large water right volumes. These large water rights could deplete the aquifer locally and adversly affect nearby water users. I saw discussion of hydrocarbon groundwater contamination, but there is a possibility for heavy metals leaching from the coal and affecting both surface water and groundwater. Coal dust and diesel emissions are a concern as this product is shipped by rail through hundreds of communities and to the neighboring communities to the facility. There are thousands of people who live next to railroad right a ways and these emissions are not beneficial to public health. In conclusion, please consider addressing some my concerns in greater detail in the final EIS.

Submission Number: ***MBTL-SEPA-DEIS-0002216***

Received: 6/7/2016 7:29:54 PM
Commenter: Patricia Force
Organization:
State:

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

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0000616***

Received: 5/19/2016 7:30:32 PM
Commenter: Denise Ford
Organization:
State:

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

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for listening.

Submission Number: ***TRANS-LV-M2-00037***

Received: 5/24/2016 12:00:00 AM
Commenter: Ingrid Ford
Organization:
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 Ingrid Ford (phonetic). I'm a registered nurse. I come in from Washougal, Washington. I have come today like people from Montana and all along the train tracks because we are concerned about our health and the health of our communities, and that as this impacts Longview, it also impacts everybody along the way.

As a nurse, just last week one of my patients was telling me about his brother who died from black lung. He was there for a diagnosis of lung cancer and lung exposure to coal.

There were many doctors and nurses today who spoke about the need for more research and study. I can only speak for the patients that I see and advocate and give them a voice for the community members in my town where the train goes through, the children, and the people that will be affected by the environmental changes that these trains will bring, both from diesel and from coal.

I know jobs are important, but I know that when people are sick and when they're dying, they're not talking about their jobs. When they can't get to the hospital because of the trains, they're not talking about their jobs. They are thinking of their families and the people who are important to them. And I think that's the priority that is most important.

Thank you.

Submission Number: ***TRANS-LV-Q3-00014***

Received: 5/24/2016 12:00:00 AM
Commenter: Ingrid Ford
Organization:
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 Ingrid Ford, I'm from Washougal, Washington, Clark County. I'm a registered nurse. Many other health professionals today have spoken for the need of more research about the health impacts that the coal and coal trains will have on our communities.

The coal trains pass through my community by the schools and the playgrounds and homes of our friends and our families and our neighbors. As nurses and health professionals, we see the people that are labeled as statistics or people impacted.

Last week one of my patients was in for lung cancer diagnosis and had coal exposure, and his brother died of black lung. These are not trivial things, and these people's lives have been affected by the coal.

We speak about the importance of jobs, but I know that parents are not thinking about jobs when their children are suffering asthma attacks and may be delayed by the trains coming through to get to the hospital. They're concerned about their families and their children and their lives and the future.

Submission Number: ***MBTL-SEPA-DEIS-0002724***

Received: 6/13/2016 1:45:07 PM
Commenter: Jaiden Ford
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001269***

Received: 5/26/2016 6:30:39 PM
Commenter: Bridget Fornengo
Organization:
State:

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

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0001270***

Received: 5/26/2016 6:31:19 PM
Commenter: Tresa Fornengo
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage? If people insists we can do better

Forsell, Pauline (2476)

Submission Number: ***MBTL-SEPA-DEIS-0002476***

Received: 6/10/2016 2:19:25 PM
Commenter: Pauline Forsell
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium’s proposal is unprecedented and has far reaching economic implications. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Forster, Patrick (1322)

Submission Number: ***MBTL-SEPA-DEIS-0001322***

Received: 5/26/2016 7:01:17 PM
Commenter: Patrick Forster
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
GROUND ZERO FOR JOBS IN THE US RIGHT NOW IS SEATTLE.....

Submission Number: ***MBTL-SEPA-DEIS-0002264***

Received: 6/9/2016 11:44:20 AM
Commenter: Kay Forsythe
Organization:
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 am against having export facilities in Washington. We need to move beyond coal in order to lessen the effects of global warming on the earth. We mustn't just export our coal to places which require fewer controls on using coal. And we shouldn't be subjecting the earth to the impact of mining, while making the world situation worse. The stressful impact on Washington towns where trains come through is no small matter, either. The whole big overall problem is too many people for this poor earth, so we just have to figure out something other than ruining the earth for all of us with increased warming. I say No Coal exports from Washington State!! Thanks for listening. Kay Forsythe, Ellensburg

Submission Number: ***TRANS-LV-M1-00037***

Received: 5/24/2016 12:00:00 AM
Commenter: Ryan Fosmark
Organization:
State: Oregon

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

Submission Text

Hello. My name is Ryan Fosmark. I'm for Portland, Oregon. I work for Green Peace, front line at the moment. And I just wanted to talk to you in support of the no action alternative. I find the Millennium nomer especially appropriate. Sixteen years ago we saw our millennium turn, and since that time we've seen Hurricane Katrina, Superstorm Sandy, and the highest rising global temperatures and fastest rising we've ever seen. We need to make a change. This is another link in the chain, another step in the path toward a hotter planet, a less sustainable planet, a more dangerous planet for our children, and I think if you can see clearly and into the future you'll know the right choice is a coal less future. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000783***

Received: 5/23/2016 3:02:19 PM
Commenter: Bo McCall
Organization: Foss Maritime
State: Oregon

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

Submission Text

Good Day, We have read the DEIS prepared by your office and we have noticed that Foss Maritime was not mentioned in the "Tug Assistance" portion of the document. Foss Maritime was founded in the State of Washington over 125 years ago, and Foss Maritime is ISO 9001, ISO 14001, and ISM certified. In order to continuously improve our operations, ensure the safety of our people,equipment, and the environment, Foss complies with and is certified by both domestic and international quality and safety standards.Foss completed an energy audit on our vessels and are developing an energy management plan to reduce fuel and energy consumption. We have made some recommended changes to the portion labeled 'Tug Assistance' in the DEIS as seen below. QTE Shaver Transportation Company, Foss Maritime and Olympic Tug and Barge, all based in Portland, provide tugs suitable for safely docking and undocking ships in the study area. Based on River Pilot (2014) guidelines, at least eight of Shaver’s 12 study area tugs and 5 of Foss’s 6 study area tugs are suitable for assisting Panamax and Handymax ships in and out of their berth; one or two of Olympic’s four study area tugs are suitable. Foss Maritime and Shaver Transportation each offers tugs that can be used in the escort roll. The three listed tug companies offer services enhanced by years of safe operating experience on the Columbia River, and adhere to safety and environmental protection standards set forth in the American Waterway’s Operators Responsible Carriers Program and the International Safety Management Code. END In conclusion, we fully support Millennium Bulk's efforts to improve the economy in our area, providing good paying jobs and a future to our youth for generations to come.

Submission Number: ***MBTL-SEPA-DEIS-0001453***

Received: 5/29/2016 5:13:26 PM
Commenter: Bryan Foster
Organization:
State: Montana

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

Submission Text

According to the Draft EIS by Cowlitz County and the Washington Department of Ecology, the terminal would increase global carbon emissions by 37.6 metric tons annually, the equivalent of adding seven new coal power plants a year. It's wrong to cause catastrophic climate change. It's wrong for companies like the Millennium Bulk Terminals to profit from the resulting environmental and social wreckage. This proposal would add 16 coal trains a day, half loaded, half empty to and from the Powder River Basin. The increased trains will exceed current capacity in Idaho and Montana, and, since the trains go through the middle of our towns and cities, the increase in coal dust and diesel fumes will adversely affect the health of all humans in residential neighborhoods next to the tracks. The wide-ranging health dangers of coal dust include exposure to toxic heavy metals like mercury, cancer, and increased rates of asthma, especially in children. A BNSF Railway study found that as much as a ton of coal dust can escape from a single loaded coal car. Other reports estimate that three percent of a coal car's load, which is typically 100 tons or more, can blow away in transit. The US Department of Transportation, meanwhile, classifies coal dust as a "pernicious ballast foulant" that can weaken and destabilize rail tracks.

Foster, Michael (3407)

Submission Number: ***MBTL-SEPA-DEIS-0003407***

Received: 6/14/2016 1:52:33 AM
Commenter: Michael Foster
Organization: ClimateChangeForFamilies.com
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Every child in Longview and WA State has rights to future air and water that the government must legally protect by denying this coal terminal. Foster v. Ecology 2016 Google it.

Submission Number: ***TRANS-LV-Q1-00016***

Received: 5/24/2016 12:00:00 AM
Commenter: Michael Foster
Organization:
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 Michael Foster. I'm a parent from Seattle, Washington. My children are part of a lawsuit against the Department of Ecology in which the Department of Ecology has been ordered to complete the Washington Clean Air Rule by the end of 2016. They also have been ordered to meet with the children and to update the legislature on the current scientific carbon emission targets for Washington State. In the course of this lawsuit, my children and all children in Washington State have had their rights to Washington's essential resources, air and water, recognized by the court. This is a historic event in North America. This has never happened before. Further, the court has exercised those rights against the Department of Ecology because failing to reduce carbon emissions in Washington State quickly enough to allow this generation access to our essential resources violated their human rights. So every child in this state now has unique rights being exercised by the end of this year. There is no way that this Millennium Bulk Terminal can go forward without violating every child's right in the state of Washington. These rights are protected under the State constitution because the government owns the waterways and tidelands and shorelines up to the high-water mark which is threatened by climate change, sea level rise, and ocean acidification. The Department of Ecology tried to argue that air is somehow separate from these tidelands and waterways, and the judge corrected them stating that because they are so intricately intertwined it is ridiculous, quote, ridiculous, to argue that there is any legal separation. Therefore, Washington children have these unique rights to the essential resources of air and water. If that is true, then the children of Longview, Washington also hold those rights, and the waterways around the Millennium Bulk Terminal will also be affected by acidification and pollution and sea level rise, multimeter sea level rise during their lifetimes. There is a scientific pathway to climate recovery for these children near 2100. We have stolen this century from them. We have poisoned and polluted it and made it very dangerous for them. The Draft EIS is profoundly flawed and limited in that it does not consider the rights of the virility of young people in our state to a healthy and pleasant environment. Any policy or project that fails to reduce emissions in our state betrays this generation. The court agrees, the Department of Ecology has presented no argument otherwise, and the governor and Ecology are under court order to act as quickly as possible to provide relief. Therefore, the Millennium Bulk Terminal must be stopped and the Draft Environmental Impact Statement must be amended to include the fundamental human rights of our youngest and most vulnerable citizens. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001182***

Received: 5/25/2016 8:43:41 PM
Commenter: Robin Foster
Organization:
State: Montana

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

Submission Text

1, Coal is a dirty fuel any way you look at it. 2. Burning and transporting coal is dangerous for the environment, air, poison to living things and causing climate change globally. 3. The BNSF trains follow the Clark Fork River and pose extra danger to the birds that live along the river. The river would become polluted if the coal train derailed. The transport of coal will greatly increase the pollution and expense for a non-sustainable fuel. The earth does not have time for your plan to make a buck! IT IS TIME for "business as usual" TO STOP COAL! Put your energy and money in a future that we all can survive in.

Submission Number: ***MBTL-SEPA-DEIS-0001851***

Received: 6/2/2016 6:02:02 PM
Commenter: James Fournier
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***TRANS-PASCO-Q2-00006***

Received: 6/2/2016 12:00:00 AM
Commenter: Catherine Fox
Organization:
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 Catherine Fox. I live in Richland. I've been a resident over 50 years. I have a son and daughter-in-law, grandson who live in Pasco and fairly close to the railroad tracks, and I'm concerned about the coal dust for health reasons. We had another son who had asthma and people are vulnerable to these things. The other part of it is that I'm bothered by the fact that by sending this coal, we're encouraging burning of coal dust and the environmental impact, global warming, all of that stuff. So I'm against it, I'm against it.

My other question is in reading through the material it says that coal is enclosed on a vessel like this (indicating), a ship. Why can't the coal on the railcars be enclosed?

When I've asked that question to others, they say, well, because of combustion, the coal. They've had incidents of that. Why will this work and the railcar won't work? Nobody out there knows.

Submission Number: ***MBTL-SEPA-DEIS-0000641***

Received: 5/20/2016 1:34:30 PM
Commenter: David Fox
Organization:
State:

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

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0001489***

Received: 5/31/2016 1:33:04 PM
Commenter: Jean Fox
Organization:
State:

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

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Thank you for your work to move forward with this project. Sincerely, Jean Fox jean.fox@cldpk.com 82801

Submission Number: ***MBTL-SEPA-DEIS-0001585***

Received: 5/31/2016 5:26:56 PM
Commenter: Jesse Fox
Organization:
State:

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

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***MBTL-SEPA-DEIS-0000640***

Received: 5/20/2016 1:26:57 PM
Commenter: Luetta Fox
Organization:
State:

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

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: ***MBTL-SEPA-DEIS-0001282***

Received: 5/26/2016 6:37:59 PM
Commenter: Tom Fox
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0000369***

Received: 5/15/2016 3:16:35 PM
Commenter: Sam Francis
Organization:
State: Montana

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

Dear Folks: Regarding the environmental impact of the proposed coal terminal I am particularly concerned about a couple deficits in the draft EIS. I live in MT, 2 blocks away from the railroad tracks that bisect our community. A dramatic increase in rail traffic due to coal exports will have a very real, negative impact on air quality and its related health concerns here. Trains stop in our town to add locomotives when heading west in order to get over the Bozeman Pass. This means that each westbound train accelerates from a standing stop right in the middle of town. I witness daily the huge clouds of black diesel exhaust coming from 7-8 locomotives/train each time they head out of town. I didn't notice the impact of this mentioned in the EIS nor do I think it could be mitigated in any way. However, the greatest environmental impact of the terminal that was poorly handled in the draft is the contribution to climate change that this project will cause. It seems so ironic when the people of Washington have taken a clear stand to move from fossil fuels that this project would be allowed to proceed in your state. From my reading it seems the EIS drastically downplays this impact by making the weak argument that if coal from this terminal is not burned in Asia it will be replaced by other sources. I could find no source to back support this assumption. Rather, it seems that higher cost coal from elsewhere would very likely not be used simply due to economics and other energy sources become more likely. Climate change is accelerating and is obvious to anyone paying attention in the Northwest. It is irresponsible to not make this the number one concern in the EIS. There is absolutely no way to wiggle around the fact that such a facility would greatly contribute to further large increases of CO2 into the atmosphere. I urge you to please be responsible and deny the permit for this facility. In 15 years when the planet is even hotter what role will you have played in the resulting tragedies?

Submission Number: ***MBTL-SEPA-DEIS-0001709***

Received: 5/31/2016 7:10:21 PM
Commenter: Dave Franck
Organization:
State:

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

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002090***

Received: 6/7/2016 4:53:34 PM
Commenter: Frank Franco
Organization:
State:

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

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003076***

Received: 6/13/2016 5:18:11 PM
Commenter: Mandijo Francom
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003254***

Received: 6/13/2016 7:13:49 PM
Commenter: MandiJo Francom
Organization:
State: Washington

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

I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscores my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. Washington has long depended on trade and exports as a vital part of our economy, directly and indirectly creating 40 percent of all our state's jobs. Ushering in developments like Millennium Bulk Terminals - now thoroughly reviewed and vetted - will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002616***

Received: 6/13/2016 11:35:34 AM
Commenter: Ronald Frank
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I am in FAVOR of the terminal. Let the free market work. If someone wants our coal do not stand in their way because of your greenie agenda.

Submission Number: ***MBTL-SEPA-DEIS-0003216***

Received: 6/13/2016 6:41:26 PM
Commenter: Scott Franke
Organization:
State: Oregon

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

I strongly believe that the Millennium coal terminal proposal for Longview,WA should be denied, my being amount the many citizens with exposure to the coal dust coming off the cars transporting coal that would be going to that terminal should it be approved, as well as my family. The amount of dust coming off of these trains is substantial and potentially very harmful to human health(even if the cars do not derail as the recent oil train did near me). It is also inappropriate to be shipping this coal to other countries that have less than even the modest degree of emissions standards that the US currently has. Please do not allow this terminal to be approved.

Submission Number: ***MBTL-SEPA-DEIS-0003385***

Received: 6/14/2016 12:29:07 AM
Commenter: James Franklin
Organization:
State: Washington

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

Submission Text

I oppose the construction and operation of the proposed coal terminal due to the adverse and unavoidable effects on the global climate.

Submission Number: ***MBTL-SEPA-DEIS-0001845***

Received: 6/2/2016 5:57:51 PM
Commenter: Melissa Fraser
Organization:
State:

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

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they’ve been included and thoroughly studied â€" it’s time to move this proposal forward! Thank you for your work to move forward with this project.

Submission Number: ***TRANS-SPOKANE-M1-00056***

Received: 5/26/2016 12:00:00 AM
Commenter: Fred
Organization:
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 Fred, and I live in Spokane.

I have here a sign that says Millennium. I would like to see it built right not only for coal but for lumber. Washington is a big outfit for lumber. If we could ship lumber, wheat, agriculture products out of this Millennium, I would say great. Let's go for it. Economically I'm for it. Let's build it right, shall we?

Submission Number: ***TRANS-LV-Q3-00025***

Received: 5/24/2016 12:00:00 AM
Commenter: Katie Frei
Organization:
State:

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

SPEAKER 25: My name is Katie Frei. I live within two miles from the proposed coal terminal. I worked as a registered nurse at St. John Medical Center for 38 years. I raise an organic garden and a small orchard.

I'm concerned about the coal dust that contains arsenic, mercury, lead, chemicals that have been long known to cause cancer and neurological damage.

The dust is known to travel up to ten miles, which means it could become a part of the air my family breathes and the soil where we raise our garden.

I read a few years ago in a Burlington Northern website that some coal cars even lose up to 500 pounds of dust during transport.

Although we are told that the cars will be sprayed with surfactant to prevent this loss, a recent peer reviewed article from the University of Washington reported and documented evidence that coal cars traveling through the Gorge are still losing significant amounts of dust.

The surfactant, if it is really being applied, isn't working in the strong winds of the Gorge. Coal cars are heavy and the trains require several diesel powered engines. Diesel fumes contain particulate matter that penetrate deeply into the lungs.

The pollution from diesel fumes is associated with breast and lung cancer, asthma and congenital heart, lung, and immune anomalies in children.

In Longview these trains with their polluting dust and fumes will pass within about 200 yards of the Highland residential district. The Physicians for Social Responsibility in Oregon and Washington have stated that this will impact the health of our community, especially our children, and they stand against the burning and transport of coal.

I have never smoked, but in 2012 I was diagnosed with Stage IV, inoperable, uncurable lung cancer. I am part of the growing number of healthy non-smokers being diagnosed with this disease.

The World Health Organization estimates that 2.5 million deaths from lung cancer in the world are caused from air pollution.

The citizens of our community already experience proportionately higher levels of lung-related disease than most in Washington state. I am deeply concerned about the plans that would worsen air quality and I would like a health impact statement submitted with the EIS. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001731***

Received: 6/1/2016 7:04:27 PM
Commenter: Alex Freilich
Organization:
State: Washington

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

This coal terminal project must not be allowed to proceed. Washington State MUST be more proactive in leading the way in alternatives to fossil fuels. We cannot afford to let the fossil fuel industry continue leading us down this path of more refineries, more disasters, more climate change. The risks are just too high, both for the current residents of Longview area AND for future generations of people everywhere, whose lives will be determined by decisions like these. I urge the Department of Ecology and Cowlitz County to listen to the people, and to common sense, and cancel the construction of this harmful project.

Submission Number: ***MBTL-SEPA-DEIS-0002322***

Received: 6/9/2016 5:17:10 PM
Commenter: Charles Fricke
Organization:
State:

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

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0001479***

Received: 5/31/2016 11:28:38 AM
Commenter: Jason Frink
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I spent a month in China last summer. There is no blue sky or clouds, just thick grey smog. The air is unbreathable. Please stop any further expansion of the coal industry.

From: Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Sent: Thursday, May 19, 2016 10:31 AM
To: Pace, Erin
Subject: FW: Feedback via Ecology's Contact Us web page

Comment for the record.

Begin forwarded message:

From: Brook Fritz <BFritz@convergeone.com>
Date: May 17, 2016 at 7:01:37 AM PDT
To: "jessica.payne@ecy.wa.gov" <jessica.payne@ecy.wa.gov>
Subject: Feedback via Ecology's Contact Us web page

Hi Jessica,

Just a quick note that we are concerned and opposed to the Millennium Coal Export terminal in Longview, WA.

THANK YOU,

BROOK FRITZ

NOTICE: This email message and any attachments hereto may contain confidential
information. Any unauthorized review, use, disclosure, or distribution of such
information is prohibited. If you are not the intended recipient, please contact
the sender by reply email and destroy the original message and all copies of it.

Submission Number: ***MBTL-SEPA-DEIS-0000263***

Received: 5/10/2016 6:22:05 PM
Commenter: Doyl Fritz
Organization:
State:

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

I'm glad to have the chance to make a comment about this project as it's very important to me. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let's keep our jobs local! The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0002401***

Received: 6/9/2016 6:12:39 PM
Commenter: Doyl Fritz
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0001349***

Received: 5/26/2016 7:11:50 PM
Commenter: Jack Fritz
Organization:
State:

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

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

June 13, 2016

To: Washington Department of Ecology
From: Jane Fritz
RE: Proposed Longview Coal Terminal

Dear Gentle People:

I am writing to express opposition to the proposed coal terminal at Longview, Washington. The coal that would be shipped overseas from this facility would travel by rail through my town and over and along our most precious natural resource — Lake Pend Oreille — as well as along the Clark Fork River in Idaho and Montana, which feeds our lake.

There's the possibility of an additional 16 trains funneling through our communities, half of which would be fully loaded and in open-topped railcars, traveling all the way from the Powder River Basin. Having lived near the tracks for several years in the recent past, I know it is not only coal dust that falls from the train cars but also huge chunks of the mined material, full of heavy metals like arsenic and mercury. But I have learned that up to 500 pounds of this toxic dust can escape from the railcars as it travels this 460-mile route. This is totally unacceptable! Exposure to coal dust has been linked to several lung diseases, especially for children and elders. As an elder with sensitive lungs, I was also very much bothered by the diesel exhaust coming from the four engines required to haul over 110 cars full of very heavy material. I could not leave my windows open at all with the existing coal trains; I cannot imagine how bad the air quality would be if there were 16 more!

The coal terminal might not be located here, but that doesn't keep it from affecting my health because of rail transport. My health and the health of thousands of others is far more important to risk for such a foolhardy project. Jobs are fine to have, but health is a matter of life and death.

I am also concerned about what would happen to our water quality if a derailment would occur in our precious watershed. Clean water is essential to our way of life and to our recreation economy. Jeopardizing this and my

region’s quality of life because somebody in China wants U.S. coal for energy is simply just not acceptable! I also worry about what an accident would mean to the Columbia River and the salmon fishery that is still so vulnerable and in recovery. With the recent oil train explosion along the Columbia just goes to show how dangerous fossil fuels are to ship by rail.

But the biggest concern for me about this insane proposal is climate change. We need to keep coal in the ground! It is time to take serious actions towards changing energy development to alternative, non-polluting sources like wind and solar. More coal mining is NOT what the planet needs. Enough already!

I implore you to reject the terminal application as intolerable to human health and the environment and the Earth.

Thank you for your consideration of my comments. Please take them seriously. We need to change our dysfunctional and destructive way of life.

Jane Fritz
PO Box 2418
Sandpoint ID 83864
janefritz@frontier.com
208-265-8323

Submission Number: ***MBTL-SEPA-DEIS-0001308***

Received: 5/26/2016 6:55:01 PM
Commenter: John Frostad
Organization:
State:

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

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do. We also can not control exports from other states. What if Washington could not export our products?

Submission Number: ***MBTL-SEPA-DEIS-0001309***

Received: 5/26/2016 6:55:37 PM
Commenter: Penny Frostad
Organization:
State:

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

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do. We also can not control exports from other states. What if Washington could not export our products?

Submission Number: ***MBTL-SEPA-DEIS-0000271***

Received: 5/10/2016 6:32:57 PM
Commenter: Carl Fruechte
Organization:
State:

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

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000477***

Received: 5/17/2016 9:33:47 PM
Commenter: Jack Frymire
Organization:
State: Washington

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

Submission Text

What does it take? This Whack-a-Mole application process starts over from square one, as if the deleterious effects on air, water, global warming, lungs, traffic, animal and plant life, you name it, had not already been documented over and over. Is there anything uniquely benign about this product, or this site, that has not already been refuted in every other application? Big Coal relies on our fatigue and their money to override abundant evidence and have their way. Go to Wales, once the garden spot of Britain, to see the centuries-long ecological ruin that goes hand-in-glove with vomiting up the detritus of millions of years, and discharging it into the atmosphere. The poles and glaciers are melting, oceans heat and expend, coral reefs are bleaching, methane long suppressed by deep-sea cold and permafrost tundra is now belching forth, 100 times more potent pound for pound than CO2. Our earth has black-lung disease; prognosis: negative. Enough!

Submission Number: ***MBTL-SEPA-DEIS-0001130***

Received: 5/24/2016 9:54:13 PM
Commenter: Karl Fuchs
Organization:
State: Idaho

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

Submission Text

I live in a nice little town that sometimes could get annoying due to traffic holdups caused by trains. If the trains passing through can also fill the air with pollutants it could become more than just an annoyance. It could be the death of my community. Since most of the people living here are what most people would call "nice people" it seems a shame to do what these additional trains could do to them. I grew up and was taught that people are important. Having coal trains discomfort them, and possibly kill them off by polluting the air they breathe, does not seem like the respectable thing to do. Please, consider the damage to people when deciding what to do.

Submission Number: ***MBTL-SEPA-DEIS-0001369***

Received: 5/26/2016 7:22:55 PM
Commenter: Karl Fuger
Organization:
State:

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

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0001839***

Received: 6/2/2016 5:53:28 PM
Commenter: Russel Fuhr
Organization:
State:

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

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0003055***

Received: 6/13/2016 5:08:38 PM
Commenter: Russel Fuhr
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Enough with the schedule delays, bring this process to a close. Sincerely, Russel Fuhr Russfuhr@yahoo.com 82716

Submission Number: ***MBTL-SEPA-DEIS-0002740***

Received: 6/13/2016 1:58:19 PM
Commenter: Barry Fulgham
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002427***

Received: 6/9/2016 6:27:45 PM
Commenter: Eric Fuller
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. When the trains are loaded in Montana, Millennium puts a liquid cover, like a glue, on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0002028***

Received: 6/6/2016 3:09:36 PM
Commenter: Steve Fuller
Organization:
State:

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

It's not fair to the citizens of coal producing states to deny them their livelihood because a small group of citizens in Washington state think that a coal spill will pollute our streams and shipping coal for electricity generation should not be allowed. For Washington to say that Wyoming can't export coal is like Wyoming saying Washington can't ship our natural resources (i.e. timber) to Japan! Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0000424***

Received: 5/17/2016 6:45:29 PM
Commenter: James Fulton
Organization:
State:

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

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. Besides, it's about time jobs are kept here, the wages earned is kept here, and the energy that comes from the work for here stays here! Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0000243***

Received: 5/10/2016 5:47:56 PM
Commenter: Jorge G
Organization:
State: Colorado

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please consider the environment.

Submission Number: ***MBTL-SEPA-DEIS-0000702***

Received: 5/23/2016 12:48:34 PM
Commenter: Larry Gabriel
Organization:
State:

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

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0000361***

Received: 5/13/2016 1:08:19 PM
Commenter: Linda Gallagher
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I say no. No more environmental pollution from more coal trains going thru Spokane.

Gallagher, Michael (3193)

Submission Number: ***MBTL-SEPA-DEIS-0003193***

Received: 6/13/2016 6:26:16 PM
Commenter: Michael Gallagher
Organization:
State: Oregon

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000204***

Received: 5/10/2016 4:43:10 PM
Commenter: Peter Gang
Organization: Common Sense Design
State: California

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

Submission Text

As a world community we must find the resolve to fulfill our energy needs without further burdening the earth's atmosphere with the greenhouse gases that are causing global climate chaos and which threaten to render the earth uninhabitable. We owe this to our children and to their children. In order to do so, we must move beyond fossil fuels. We must learn to heat our buildings, transport ourselves, produce our food, and satisfy all of our society's other needs through the use of clean, renewable energy sources. This is not a time for business-as-usual.

Submission Number: ***MBTL-SEPA-DEIS-0001781***

Received: 6/2/2016 5:01:35 PM
Commenter: Lance Ganieany
Organization:
State:

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

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0001875***

Received: 6/2/2016 6:23:23 PM
Commenter: Lance Ganieany
Organization:
State:

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

I'm glad to have the chance to make a comment about this project as it's very important to me. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***TRANS-PASCO-M2-00017***

Received: 6/2/2016 12:00:00 AM
Commenter: Steve Gann
Organization:
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 Steve Gann. I reside in Richland.

A contributor to (inaudible) of the report on climate change. The proposal is to expand the terminal capacity to export coal that will produce 31 million metric tons of emissions into the atmosphere. This magnitude of emissions is a factor of nearly ten greater than the 3.2 million metric tons of emissions expected in 2028 under the U.S./Paris Energy Policy scenario. The only financial justification for such a large capacity would be if the U.S./Paris policy is abandoned.

As a climate scientist, I find such an outcome to be dangerous and irresponsible. Climate science has already demonstrated the dominate role of carbon dioxide in climate change and the fossil fuel combustion is driving recent and future climate change. Almost all (inaudible) to essential to carbon emissions to prevent catastrophic climate change.

Approval of the coal terminal expansion to the requested capacity would undermine the commitment of the U.S. to reduce greenhouse gas emissions substantially in the next few decades.

Submission Number: ***MBTL-SEPA-DEIS-0002638***

Received: 6/13/2016 12:02:05 PM
Commenter: Alicia Garcia
Organization:
State: Washington

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

Submission Text

I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002665***

Received: 6/13/2016 12:38:09 PM
Commenter: Gabriela Garcia
Organization:
State: Washington

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

Submission Text

I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001096***

Received: 5/24/2016 7:19:21 PM
Commenter: john garcia
Organization:
State:

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

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export term Americans need good paying jobs, & our country needs good paying jobs right know more than ever, so please stop the delays

Submission Number: ***MBTL-SEPA-DEIS-0002666***

Received: 6/13/2016 12:39:50 PM
Commenter: Jose Garcia
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Garcia, Laurie (2635)

Submission Number: ***MBTL-SEPA-DEIS-0002635***

Received: 6/13/2016 11:55:00 AM
Commenter: Laurie Garcia
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002667***

Received: 6/13/2016 12:42:55 PM
Commenter: Olivia Garcia
Organization:
State: Washington

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

Submission Text

I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001410***

Received: 5/26/2016 7:52:13 PM
Commenter: Randy Gardner
Organization:
State:

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

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***TRANS-SPOKANE-M1-00039***

Received: 5/26/2016 12:00:00 AM
Commenter: Randy Gardner
Organization:
State: Washington

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

Hello. My name is Randy Gardner, and I'm from Castle Rock, Washington.

I've worked at Millennium Bulk Terminal for the past five and a half years. During that time, Millennium has stressed worker safety and environmental responsibility. We have maintained an outstanding safety record which we take a lot of pride in. Environmentally, safety, and regulatory, Millennium has done everything by the book and then some. With much cleanup already complete and millions of dollars spent, I know that county and state regulators appreciate this effort.

Local contractors have already gotten much needed work, also appreciate the opportunities that Millennium is providing.

Ongoing cleanup requiring millions of dollars in expenditures will add more work and revenue to our local and state economy before any construction even begins. I would like to think that people would appreciate a company that is willing to invest in a site cleanup, invest in a community that is in need of large tax revenue to better its school.

Longview is not the only city affected by these decisions. There's Wyoming, Montana, and coal mine cities that have railroad jobs across at least six states and the list goes on. Asia is going to burn coal with or without us.

Why not capitalize on this? We certainly do not want much needed jobs here in Washington to go to foreign countries. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000895***

Received: 5/24/2016 4:55:37 PM
Commenter: Paul Garger
Organization:
State:

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

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002611***

Received: 6/13/2016 11:31:20 AM
Commenter: Paul Garger
Organization:
State: Wyoming

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002663***

Received: 6/13/2016 12:36:44 PM
Commenter: Micaela Garia
Organization:
State: Washington

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

Submission Text

I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Garland, Bryan (0346)

Submission Number: ***MBTL-SEPA-DEIS-0000346***

Received: 5/11/2016 6:02:48 AM
Commenter: Bryan Garland
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Exporting coal is a continuation of the policies that jeopardize us & our planet in the near & foreseeable future. Please do not approve this.

Submission Number: ***MBTL-SEPA-DEIS-0000161***

Received: 5/9/2016 1:49:59 PM
Commenter: Dave Garriffa
Organization:
State:

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

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilot-age costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0000462***

Received: 5/17/2016 7:32:25 PM
Commenter: A.N.de Gaston
Organization:
State:

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

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Thanks for considering my comments.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Georgeann Gaston
139 VICTORIA Longview, WA - 986

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [ ] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [ ] Greenhouse Gas
- [ ] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

My name is Georgeann Gaston. We moved here in 1973 and found a great community — and a great place to raise our family.

I sincerely feel the coal terminal would threaten the future of our community even though we aren't in such a positive position economically as we were in the 70's.

(comment continued)

(additional space is provided on the back)

The threats of the coal terminal are not superficial. The trains — 8 100+ car trains three times a week. Tremendous noise, vibrations and diesel. Ca known carcenogen. We live on Beacon Hill across from the main N/S rail line. Because of train noise, we never can sleep with bedroom windows open. We are lucky and have a heat pump. How about people in the Highlands with no air conditioning? As well as the health effects of diesel, noise has effects on brain development of children and disturbed sleep.

The coal itself has its own dangers- arsenic, mercury, lead leaching into ground and the river. I don't see how this can be completely avoided.

They say they will spray the coal with 106 gallons per car of a sticky glue like substance to prevent coal dust blowing off the trains. What is this material? What becomes of this material through the process? How does it break down. This surface agent is supposed to reduce coal dust by 85%. — for how long? Still 15% of coal dust from 800 train cars a day is a lot of dust. The empty cars will give off dust too.

Our air and water are precious commodities! Place work on getting a clean industry!

We have the freeway, the river and the rail corridor right here. Can't we use the three without threatening the health & future of three wonderful communities?

Gaston, Mary (3711)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact

COMMENT FORM

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- ☐ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☒ Climate Change
- ☑ Plants and Animals
- ☑ Marine Species, Fish, or Fisheries
- ☒ Wetlands or Streams
- ☑ Water Quality
- ☑ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Please register my vote against the coal trains coming anywhere across Washington State. One accident in the Spokane area would be catastrophic for Life — Human Life — the environment — air & water devastation. I do not want the coal trains ever to come through here or to deliver the coal or oil to the ocean and transport it from rails to water. It is very dangerous to do this.

(additional space is provided on the back)

(comment continued)

Mary Lee V. Gaston
2010 W. Courtland Ave
Spokane, WA 99205

Submission Number: ***MBTL-SEPA-DEIS-0002788***

Received: 6/13/2016 2:22:58 PM
Commenter: Thomas Gates
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003016***

Received: 6/13/2016 4:37:48 PM
Commenter: Thomas Gates
Organization:
State: Washington

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

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001956***

Received: 6/6/2016 2:07:10 PM
Commenter: LeRoy Gaub
Organization:
State:

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

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Gee, Alison (2120)

Submission Number: ***MBTL-SEPA-DEIS-0002120***

Received: 6/7/2016 5:15:32 PM
Commenter: Alison Gee
Organization:
State:

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

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0000906***

Received: 5/24/2016 5:06:13 PM
Commenter: Tony Geffre
Organization:
State:

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

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project. Sincerely, Tony Geffre
tony.geffre@cldpk.com 82718

Geffre, Tony (0911)

Submission Number: ***MBTL-SEPA-DEIS-0000911***

Received: 5/24/2016 5:08:30 PM
Commenter: Tony Geffre
Organization:
State:

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

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project. Sincerely, Tony Geffre
tony.geffre@cldpk.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0000951***

Received: 5/24/2016 5:27:12 PM
Commenter: Ronald Geisler
Organization:
State:

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

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0000952***

Received: 5/24/2016 5:30:35 PM
Commenter: Ronald Geisler
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Geist, Ashley (1257)

Submission Number: ***MBTL-SEPA-DEIS-0001257***

Received: 5/26/2016 6:23:19 PM
Commenter: Ashley Geist
Organization:
State:

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

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0001351***

Received: 5/26/2016 7:12:59 PM
Commenter: Sabrina Geist
Organization:
State:

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

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0001352***

Received: 5/26/2016 7:13:46 PM
Commenter: Shailah Geist
Organization:
State:

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

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001354***

Received: 5/26/2016 7:14:20 PM
Commenter: Tristen Geist
Organization:
State:

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

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0002061***

Received: 6/7/2016 4:26:34 PM
Commenter: Damon George
Organization:
State:

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

Submission Text

Look, without continued innovation and reinvestment in our areas biggest assets this town and the community will slowly die. We do not have the luxury of waiting for a super pillow factory or whatever you think is the next perfect industry to choose our little spot of heaven. Some people who have voiced their opinions are already out of the workforce and want their little town to stay the same. Sorry but soon as we loose one of our major employers we will see how fast a town can die. First to go will be all the mom and pop businesses, they simply cannot compete for same dollars people spend when they have enough. Walmart will be the only place left to shop, people will be shopping only on certain days of the month, that will be when their state and federal subsides are paid out. Folks We have had coal trains coming through LONGVIEW and KELSO for years. Do you see any Coal Dust? Its simply not true. Having a Company the size of Millennium Want to invest here is half the battle. Don't make your decision based on what you hear at your weekly card game. Educate yourself, make your own educated decision. It is one of the only true freedoms we have left. Don't let someone else make your decisions for you. Or you can do nothing and watch our little town turn into Washington States largest Low income community. We are already half there. The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they’ve been included and thoroughly studied â€" it’s time to move this proposal forward! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

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Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☒ Rail Transportation CREWS
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

NO COMPUTER - SEND BY U.S. MAIL -
MILE MARKERS IN PROCESS. PROJECT UPDATES,
AND COPY OF MY TESTAMONY TODAY 6/02/16
REGARDING STATUS OF TRAIN & ENGINE CREWS
ON BNSF RAILWAY.

BNSF READY TO HANDLE THE "MILLENNIUM" CUSTOMER.

F. W. GEORGE

(comment continued) c/o 84 WALDRON STR.
RICHLAND, WA. 99354

(additional space is provided on the back)

Submission Number: ***MBTL-SEPA-DEIS-0001026***

Received: 5/24/2016 6:15:03 PM
Commenter: RUBY GEORGE
Organization:
State:

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

I'm glad to have the chance to make a comment about this project as it's very important to me. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0003273***

Received: 6/13/2016 7:28:44 PM
Commenter: Ayssa Gerhard
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001237***

Received: 5/26/2016 6:11:32 PM
Commenter: Julia Gerlach
Organization:
State:

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

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***TRANS-PASCO-Q1-00002***

Received: 7/14/2016 9:55:50 AM
Commenter: Fred Geroge
Organization:
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 Fred W. George. I'm a career railroad employee from the 1960s in both American and labor. I started on the Union Pacific in 1967, Steel Gang 2701 on dam reconstruction on the Snake River.

I went to law school. From law school I went to the BN management headquarters in St. Paul, Minnesota.

I was appointed a rules examiner safety supervisor, Chicago Region, which included Illinois, Iowa, and Missouri. I worked on the Metropolis, Illinois coal project at the tip of Illinois from train to plant and train to barge.

I have previous experience in this subject, to the subject at hand today. I transferred to Galesburg, Illinois, and at Galesburg, Illinois near there, in a town of McQwin, two weeks prior to when I arrived, five men were killed in a head-on collision.

After I was appointed safety supervisor in that area, no men were killed after that, although there were sole injuries. We had serious safety problems, which is not anywhere close to the safe operations we have today.

My job in the management was to sign the rules cards. I've trained engine men, proving that they were competent in the operating code of rules for safe railroad operations.

In 1976 I have returned to Pasco as a switchmen. I worked with the local officers of UTU Local 977. I was in the Legislative Department of the United Transportation Union. I worked with Local 1637, Vancouver, Washington, along with various NP chairmen and General Chairman Fitzgerald.

I also worked with State Legislature Director Rider Wrath. These were all regarding safety, railroad safety. I have appeared in Federal and Oregon State courts on railroad operations. I have filed complaints with the FRA.

I retired from the BNSF in Pasco in 2006, and the management was glad to see me go. I am not a yes man or lackey

for the BNSF management. I thi ndently about railroad safety.

Based on my background and experience, I give the following testimony: Concerning whether the BNSF Railroad is in its totality prepared for increasing trains, crews, and tonnage of the Millennium customer.

In my judgment, I answer the following questions. Number one, will the track hold the tonnage? The tracks are the foundation of the house. Billions have been spent in Washington on tracks and signal systems? The answer is yes. The Maintenance and Way Department has done its job.

Number two, are the crews properly trained for the weight of increasing trains in motion? This is my primary focus, the training of crews.

I have personally trained many of the crews from their first employment in Pasco yard. That was the old days. Modern crews go to school in Orland Park, Kansas. They are technologically competent and rules compliant. BNSF crews trainmen and engineers are properly trained in correct understanding of the rules. Their also certified tied by the FRA, the Federal Railroad Administration. The answer to the question is yes. They're properly trained. They can't handle increased trains and tonnage.

Also there's a record of coal train derailments. There's only one of sizable measure at Meso, Washington. The entire area of Mesa was related, complete. Coal dust, a surfactant, a waxy-like substance is sprayed on railroad cars.

Soda ash trains which run heavy on the Union Pacific release more dust than any coal dust from the coal train.

My conclusion is that BNSF is ready, track, train and engine crews. In totality they are prepared for increasing tonnage and increasing trains, both loaded and empty. They will put safety in action.

Distributive power. I would like to speak a little bit about distributive power, or DP power. In the old days locomotives pulled these trains from the head end, as everybody knows. Occasionally, in mountain territory, a separate crew with helper engines would go to the rear of the train and would push.

Now the railroad has distributive power. Distributive power means there's locomotive space within the train. They can be on the head end, they can be two-thirds of the way back, or they can be on the rear, or any combination fitting the power manager or the distribution of tonnage within the train. This is important. This is called track train dynamics.

Geroge, Fred (TRANS-PASCO-Q1-00002)
These are modern trains now tha e the locomotive pulling and pushing power inside the framework of the train to even it out. So they're not surges of physical forces inside the train which cause derailments by literally pushing the cars off the track.

This is a very interesting development that's been made routine now in the railroad world. They'd had trouble with this before with slave units, radio controls with slave units, but now they've got it down to a real science now, and they're able to space locomotive power on the head end under the control of the engineer, and then other locomotives, mostly in these trains, coal trains, would be on the rear end where they would have like two locomotives on the front and two locomotives on the rear. And that they would total would be under control of the locomotive engineer in the lead unit. And this reduces the physical forces inside the train, making it less likely that you'll have a derailment by simply pushing the cars off the track by locomotive power.

Submission Number: ***MBTL-SEPA-DEIS-0002620***

Received: 6/13/2016 11:38:19 AM
Commenter: Cristal Gervais
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001186***

Received: 5/25/2016 9:14:08 PM
Commenter: Steven Ghan
Organization:
State: Washington

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

Submission Text

The proposal is to expand the terminal capacity to export sufficient coal to produce 31 million metric tons of CO2 emissions into the atmosphere each year. This magnitude of emissions is a factor of nearly ten greater than the 3.2 million metric tons of annual emissions expected in 2028 under the 2015 U. S. Energy Policy Scenario. The only financial justification for such a large capacity would be if the 2015 U. S. Energy Policy is abandoned. As a climate scientist I find such an outcome to be dangerous and irresponsible. Climate science has already demonstrated the dominant role of carbon dioxide in prehistoric climate change and of fossil carbon combustion in driving recent and future climate change. Almost all nations have submitted pledges to substantially reduce carbon emissions to prevent the most catastrophic impacts of climate change. Approval of the coal terminal expansion to the requested capacity would undermine the commitment of the U. S. to its responsibility to reduce greenhouse gas emissions substantially in the next few decades.

Submission Number: ***MBTL-SEPA-DEIS-0001579***

Received: 5/31/2016 5:22:57 PM
Commenter: Ben Giacalone
Organization:
State:

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

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0001714***

Received: 5/31/2016 10:41:05 PM
Commenter: Joseph Giampietro
Organization: NK Architects
State: Washington

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

Submission Text

Dept of Ecology staff: I respectfully submit my thoughts and opinions to you that the proposed Millenium Bulk Terminal at Longview WA is not of meaningful long term value to the residents of Washington. In fact, the transport of coal is not only harmful in transport (dust and bad air quality) in use (carbon pollution of the earth's atmosphere) planet management (climate disruption) and impoverishment of all species, it is also a dying business that will cease to be worth investing our state's efforts to legitimize and support. Why is that? Energy conservation and renewable energy production have now combined with common sense to make all fossil fuels subject to decreased value over time and creating failed investments made up of stranded assets. Already we find 50% or more of the fossil fuel reserves being set aside as too expensive to remove and process compared to wind and solar PV energy sources. All investments in the fossil fuel Industry are at risk of precipitous decline from competing alternatives. My work in the commercial building industry has shown that 50% reductions in building energy use is now feasible for less than the cost of displaced energy. With the auto transportation options now available for electric cars, tranport energy will soon drop by 60 to 80 percent. The basic economics of coal, oil and natural gas are soon to found to be at risk and are now being devalued in the public trading markets. Please use common sense as well as good science in putting a stop to this temporary port operation that is Millenium Bulk Terminal. It is a dangerous and short term investment in a dying industry. Thank you, Joe Giampietro

Submission Number: ***MBTL-SEPA-DEIS-0000556***

Received: 5/19/2016 6:02:47 PM
Commenter: Dona Gibbons
Organization:
State:

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

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county, not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand.

Submission Number: ***MBTL-SEPA-DEIS-0000207***

Received: 5/10/2016 4:46:24 PM
Commenter: Robert Gibbs
Organization:
State:

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

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0000759***

Received: 5/23/2016 2:04:21 PM
Commenter: Doug Gibson
Organization:
State:

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

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***TRANS-LV-M2-00101***

Received: 5/24/2016 12:00:00 AM
Commenter: Holly Gibson
Organization:
State: Washington

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

Hi there. My name is Holly Gibson (phonetic). I was born and raised in Longview. I currently work as a registered nurse at St. John Medical Center on the labor and delivery unit. We already know what the health and -- it's my job to care about the health and wellness of our patients.

And we already know how we're impacted by the coal that's burning over in Asia and the health effects it can have on us. The DEIS acknowledges that there will be problems with mercury. The neurological system of a developing fetus can be negatively impacted by the mother consuming salmon with elevated levels.

So I would like to read a quote here. It is cruel and bitter irony that our salmon is now contaminated with coal-derived mercury, one of the most powerful toxins to neurodevelopment. So the intake of fish by pregnant women and children needs to be limited. That message is by Dr. Martha Neuringer.

So I would like everybody to think about the health and wellness of our moms and babies. It's my job to watch out for their health and well-being, but I'm asking everyone else to just care. So no action alternative.

Thank you.

May 25, 2016

To Whom it May Concern,

I am writing this letter to protest the export of coal out of Washington State and the transport of that coal on trains through Spokane, WA. There are many concerns I have with the movement of coal through this region and the burning of this coal once it reaches its intended locations.

Globally, exporting coal has major negative long term ramifications. As suppliers of coal to the Asian countries, we are accomplices to the contribution of greenhouse gas emissions creating global warming. This global warming would be sped up by the millions of tons of pollution emitted by the poorly regulated Asian factories when burning our exported coal.

Locally, this will impact residents in a major way. The coal dust exposure during transportation will have negative impacts on the air we breathe and the water we drink. Because of the increased train traffic, the diesel exhaust from the trains themselves will also have a negative impact on the health and well being of the environment. Increasing train traffic would also create longer delays for cars, including emergency vehicles. This would cause congestion and longer idle times for cars, adding even more to the air pollution. Having an additional 48 trains per day pass through Spokane would also contribute to noise pollution.

There appears to be no economic benefit to Spokane at all in the coal being transported from Montana to the Washington State coast. The only impacts seem to be negative ones.

I believe it would be very irresponsible for Washington State to approve the export of this coal and the transportation of it through our state.

Thank you for your consideration,



Jacqueline Gibson

2414 W. Pacific Avenue
Spokane, WA 99201
509-953-7700

Submission Number: ***TRANS-LV-M2-00041***

Received: 5/24/2016 12:00:00 AM
Commenter: Linda Gibson
Organization: PeaceHealth
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 for this opportunity to comment. My name is Linda Gibson. I grew up in Longview. I raised my children here. I've worked in Longview all of my professional life, and I now work for PeaceHealth and have for two years.

I have serious concerns about this proposal. Number one, I have a hard time with the fact that Longview residents have no idea how this will change their everyday lives.

Number one, we'll experience long and frustrating delays while we sit waiting for 16-mile-long trains to pass each and every day. This is well documented in the DEIS.

Number two, these are not mere traffic inconveniences. Are we thinking that medical emergencies will have to wait? We know that seconds and minutes make a difference between life and death. I find these proposed delays unacceptable and the proposed mitigation questionable.

Number three, the DEIS minimizes the toxic dust blowing off uncovered trains and open piles at the terminal. While we'll see it on outside furniture, this is not a mere nuisance. Many of us will be breathing that coal dust. I ask that the final EIS seriously address these concerns in a health impact assessment for public review.

Number four, there will be no vote of the people. Are we going to allow this to happen to Longview, our home? We will ask ourselves after the fact how did that happen. This is what people in coal towns like Newport News and Mobile are asking now after it's too late. To protect our health and safety, please accept the no action alternative.

Thank you.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [x] Vehicle Transportation
- [ ] Coal Dust
- [ ] Greenhouse Gas
- [ ] Climate Change
- [x] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As a home owner in Benton County, Kennewick since 1977 I am opposed to increased train traffic regardless of content. However, coal is an additional hazard to the environment from the rape of our earth to mine it to the release of hazardous chemicals during it's combustion. As a rancher who raises equines in Kennewick over the last 39 yrs, I am opposed to any increase of train or other vehicle traffic that uses diesel, but especially trains because of potential for derailment disasters, pollutants & noise (damn train whistle all night long), & chemical pollutants associated with additional engines required. I recently (in May 2016) sat by a train crossing at Bowles road & SR397 while a train passed with 126 cars and 5 engines (3 in front & 2 at the rear).

(comments continued) (additional space is provided on the back)

Giddings, Ray (3780)

I don't want to see this kind of space pollution increased to accomodate the coal industry at the expense of our environment the earth and the citizens who live on or near the epicenters of train traffic areas.

I would like to see the number of trains per day decreased by A factor of 10 / year until such time as the land is quiet once again.

Sincerely,

Ray F. Giddings
Retired Senior Scientist
24518 S. Finley Rd
Kennewick, WA 99337
509-396-1113 - (cell)

Submission Number: ***MBTL-SEPA-DEIS-0001170***

Received: 5/25/2016 4:37:08 PM
Commenter: Ron & Maryann Giddings
Organization:
State: Idaho

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

Submission Text

My wife and I totally find the proposed coal export terminal in Longview unacceptable. We cannot fathom how anyone can support or condone this facility in Washington or Idaho. Given the facts on dirty energy derived from coal, one would think that this proposal would be instantly withdrawn. More amazingly is that almost all scientists agree that climate change/global warming is speeding up with help from our use of dirty fossil fuels. The coal industry continues to deny the issue and being “big business”, it appears to apparently care little for the environment. We live in Bonner County Idaho and the increase in trains carrying coal through our beautiful state is unacceptable. Dust from coal, which is, loaded with lead and other heavy metals (unhealthy pollutants) will adversely affect those residing hear or traveling throughout the county. Not to forget that increase train traffic causes more noise and additional amounts of exhaust from train engines using the tracks in Idaho. Further, more congestion at railroad crossings diminishes the motoring public and might interfere with emergency vehicles needing to access an accident or medical emergency. Under no circumstances is approval of this “export terminal” acceptable. The coal industry needs to fade into the history books and disappear from usage for our energy needs.

Giddings, Susan (3781)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statem

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [x] Vehicle Transportation
- [x] Coal Dust
- [ ] Greenhouse Gas
- [ ] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

My name is Susan Giddings we have lived in the Finley area since 1991, we hear train whistles all through the day & night. I'm NOT looking forward to more noise from trains. The diesel smell will permeate our homes c̄ trains going through day & night. The ~~train~~ train cars will leak the dust. It can't be completely contained. My husband already suffers from ~~dust~~ respitary problems from dust. Now black dust will be every where. ~~Ho~~ Hurting our live stock watering trough & hay stocks. Please NO Coal

(comment continued) (additional space is provided on the back)

trains through the Tri-Cities.

The traffic out in Finley will become ~~conjested~~ congested. The Noise will be unbearable The whistles are numbing to our sense & peace & quite. This is our retirement home. You must put yourself beside the tracks & listen for a whole day to see what it's like now & think what it will be like when 16-100 car trains go by. That's about 2 think more than a train an hour. That's unheard of to put a community through. Why do that just to take coal to Japan. Think about the Tri-Cities first and all the states that these trains go through. The impact on our lands will greatly be harmed.

Some of you who want this to go through need to stay awhile somewhere close to the tracks & see what the "Noise" does to you.!! You won't be able to stand it.

Our crops won't grow well. The dust will be on our roads & lanes, in our cars & shoes. It will be everywhere. Causing great problems to our health!

Susan E. Giddings
24515 S. Finley Rd.
Kennewick, Wa.
99337

Submission Number: ***MBTL-SEPA-DEIS-0000511***

Received: 5/19/2016 5:14:02 PM
Commenter: Robert Giesen
Organization:
State:

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

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001099***

Received: 5/24/2016 7:21:17 PM
Commenter: Steve Gili
Organization:
State:

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

Submission Text

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

RECEIVED
MAY 27 2016

May 26, 2016

MBTL SEPA Draft EIS
c/o ICF International
710 Second Avenue
Suite 550
Seattle, WA 98104

RE: Millennium Bulk Terminal

Gentlemen:

Not only is the Millennium Bulk Terminal horrible for the citizens of Longview, but is a deadly decision for our world.

The science is very clear and conclusive, in order to have a habitable planet for our children, our first step must be to switch from fossil fuels to renewable energy. Everyone, no matter who you are or where you are from, must do all that you can possibly do, however small the action, to achieve this goal. If, as a world, we do not accept the fact that we must "Keep It In The Ground," then we are guilty of genocide.

Thank you,

Linda Gillaspy

Linda Gillaspy
Reno, Nevada

Submission Number: ***MBTL-SEPA-DEIS-0001496***

Received: 5/31/2016 1:43:49 PM
Commenter: Terry Gillett
Organization:
State:

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

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments. Sincerely, Terry Gillett aaronterry@aol.com 81625

GILLEY, MARTIN (0317)

Submission Number: ***MBTL-SEPA-DEIS-0000317***

Received: 5/11/2016 1:44:07 AM
Commenter: MARTIN GILLEY
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***TRANS-PASCO-M1-00004***

Received: 6/2/2016 12:00:00 AM
Commenter: Dave Gilligan
Organization: Millennium Bulk Terminal
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 Dave Gilligan (phonetic), and I live in Longview and work at Millennium Bulk Terminal.

I worked on-site for 42 years. Southwest Washington has some of the highest unemployment rates in the state. We need jobs. I'm not talking minimum wage jobs either.

I've lived in Longview all my life. I've seen the city in all of its beauty, thriving, prosperous. Since the aluminum smelter was shut down, I've seen the city struggle. I've watched the roads fall apart, the schools struggle to provide education to our children.

We need taxable income from big business. Those with your lofty ideals deny us the opportunity to earn a good living doing what we want. I haven't invested a huge amount of money in solar energy or wind turbines.

And I could care less if you make or lose money. You try to get us (inaudible) for your own gains and the hell to the rest of us. Our PUD in Cowlitz County invested in wind turbines. And when that failed, we the public, had to pick up the tab and pay for it with higher electrical rates. This is a bunch of bull and everybody knows it.

We can make this coal terminal a world class facility, environmentally friendly, but we need a little support. Millennium will provide jobs and tax dollars for our community along with jobs for miners and railroad workers. People from Montana, Wyoming, Oregon, Idaho will prosper because of this facility.

This doesn't cover the people on the other end of the spectrum that will benefit from the higher grade of coal, or the farmers who will benefit from the railroad upgrade to get their products to market faster and efficient. Everyone wins with coal.

Thank you.

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

Received: 5/24/2016 12:00:00 AM
Commenter: Dave Gillihan
Organization: Millennium
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 Dave Gillihan, and I'm proud of who I work with and who I work for. I'm a Millennium employee. I've been working on this site for over 42 years and I've never seen a site as it is now. This company has cleaned all of the Canadians' mess up and most of Reynolds'. Some of it must stay because of the cradle in the grave language, it's just better to keep it here. This company has shown a tremendous amount of patience. It's almost been five years since we applied for permits. We thank Ecology for their hard work and their document of over 3,000 pages. Now we would like our permits. It's time for us to roll our sleeves up and go to work. We must show all of you doubters that it's possible to have a world class coal export terminal that doesn't hurt our environment. During these meetings we've listened to a lot of garbage, out and out lies that were designed do scare everyone. We told you then that they weren't true, now it's our turn to show you visual truth. Longview has some of the highest unemployment rates in the state. We can do better isn't true. Your pot shops and hamburger shops do not provide family wage jobs with great benefits. They skim off the top of the economy and do not provide economic stability for our community. Good jobs, family wage jobs are kind of like the foundation of our house. They hold this whole structure up. You must have solid footing for a strong community. Longview needs jobs that provide tax revenue for roads, schools, and a lot of other things. Help us. Show us your support. Let us prove once and for all what we say is true. We can make Longview a thriving and beautiful city again. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000441***

Received: 5/17/2016 7:02:20 PM
Commenter: Greg Gillilan
Organization:
State:

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

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0003392***

Received: 6/14/2016 12:51:30 AM
Commenter: Edith Gillis
Organization:
State: Oregon

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

The Draft Environmental Statement for the Millenium Bulk Coal Terminal in Longview, WA: (1) does not mention important negative environmental, public health, and economic impacts; (2) discounts and underestimates harm from what is mentioned; and (3) with the possibility of the project and the longer time drawing out the process it worsens the negative impact on Longview because the project possibility lowers property values and bond values and scares away potential sustainable businesses and much-needed workers and services while wasting money, time, energy, and resources that are needed to develop environmentally and economically/socially sustainable businesses. By not promptly denying the bulk coal terminal project, valuable time and energy from public servants and volunteers is directed to save lives and health endangered by the project and so are taken from helping with the schools, library, parks, sports, arts, healthcare, sustainable projects, etc. as well as developing sustainable environmental infrastructure and projects and businesses. The increased coal dust, diesel fumes, lead and mercury and arsenic particulates, etc. poisoning the air, water, soil, and growing food plants would lessen residents' comfort with growing food gardens and farm crops and permaculture self-sufficiency and emergency resilience, thereby also not strengthening, but harming the area environmentally and economically and socially. The increased health problems would mean fewer volunteers and workers able to develop environmental protections, and diversity for the increasing and worsening global climate change and disasters. The increased illnesses and disabilities and deaths would lower household net income and increase household debt, reduce the time available for solutions, and socially isolate victims, and then increase the demands on tax dollars and reduce public investments into lonterm environmental health. The coal dust, etc. would prevent solar and wind businesses from locating in and near Longview, so it would increase fossil fuel dependence and raise costs for government, business, nonprofits, and households so they would have less resources for developing and maintaining environmentally strong self-sufficiency and climate resiliency and pollution clean up. With fewer healthier plants filtering poisons and producing oxygen, and providing habitat/food and soil protection/clean up for needed biodiversity, there would again be less or compromised environmental, economic, and public health. With less biodiversity, there would be more vulnerability to drought, fires, diseases, pests, famine, soil/water/air pollution, etc. and fewer options for human health. The most creative, educated, idealistic and able folks could and would leave Longview for their physical and mental health and to better create sustainable solutions where they would be welcome and possible, free of the economically-draining and depressing and unsafe/unhealthy coal kaboom-and-bust disaster. As these strong citizens leave, the insurance rates and public bonds would also get worse, costing the community more, reducing services and increasing taxes, and therefore increasing debt and reducing funding and staffing for developing and maintaining environmental health. This destructive cycle would drain the area of hope, talent, money, and community strength/resilience. Then property owners would lose their equity, insurance rates would increase, tax income would lower, and bond rates would get worse while interest rates would harm the local people and governments more. That would mean less resources for nonprofits and governmental agencies and lowered feasibility for grants for both environmental and social and economic development and security. As options lessen, despair and bitterness worsen, as alienation and isolation increase, and cynical rage burns hotter, chronic stress increases chronic diseases, alcoholism/drug dependence, drug crimes/thefts, do

Part 2 of testimony opposing Millenium Bulk Coal Terminal in Longview, WA

As options lessen, despair and bitterness worsen, as alienation and isolation increase, and cynical rage burns hotter, chronic stress increases chronic diseases, alcoholism/drug dependence, drug crimes/thefts, domestic violence, birth defects and learning disabilities. On top of the pollution-caused birth defects, still births, learning disabilities, dementias, cancers, diabetes, heart problems, asthma and pneumonia, etc. These as well as autism increases the stress and violence. This means more PTSD and depression and distraction so fewer people have the mental attention or energy to invest in environmental protections and new risky businesses or environmental resiliency and disaster preparedness. Families will break up, social service organizations and fraternities, religious groups, neighborhood groups, schools, etc. will lose cohesion, mutual trust and hope, resilience, creativity and the means to make more sound sustainable decisions and follow through with them. Right when our problems demand more urgent, creative, inspired cooperation, there would be less. With learned helplessness and cynicism, there would be less joy and love to sustain the hard work in front of us.

There would be no funding or volunteers or hope for the Girl Scouts, 4-H, Future Farmers of America, Americorps, etc. day camps and summer camps and outdoor ed, etc. to nurture an understanding and comfort and love for nature and a commitment to our duties. There would not be those inspiring times in community working together to restore and rehabilitate natural areas and enjoy how nature restores our soul and body. With more demands on teachers and social workers and health care professionals and police, there would be less ability to nurture and celebrate the hope and creative rethinking that is necessary to find better solutions and to nurture the individuality of each child and adult, and therefore we would lose more creativity, talent, hope, and community resilience needed to create and sustain the environmental and economic and social solutions we have not developed yet. This would increase the negativity and us-vs-them mentality that relies on intimidation, force, control, and fear. That would lower creative and courageous risk-taking and lessen democracy when we most need each of these.

Obviously, the looming coal fires, shipwrecks and coal spills, mercury/arsenic/cadmium poisoning and other disasters with guaranteed betrayal by Millenium that has repeatedly lied and cheated and not paid its share of costs and taxes, means that the inevitable pollution clean up, fire/explosion clean up, destruction to infrastructure, etc. would mean less hope and fewer resources for Millenium neglect and fraud and bankruptcy would be passed onto taxpayers least able to pay for it. That again means less public and private money and human time available for environmental clean up and sustainable economy. This has happened with every mining operation and coal operation and fossil fuel operation in the world. Not one has ever been proven safe, healthy, sustainable, or beneficial overall to the local environment or society. Ever in world history. No one would be left to clean up the ghost town leaching poisons into the Columbia, Pacific, atmosphere, etc. and this would cause more environmental disasters in the fisheries, forests, croplands, aquifers, climate, coastal communities, etc. This would cause more extinctions and worsened water, food, housing, safety options for people in the Northwest and around the world.

Allowing the Millenium Bulk Coal Terminal to exist or still be considered means the cascade of worsening environmental harms and lessening environmental strengths and health would only worsen the local economy and ability to care for the environment and community. This means less taxable income and citizen williness/ability to pay for the environmental costs that Millenium will cause and not pay, so healthier projects will not come or stay.

Submission Number: ***MBTL-SEPA-DEIS-0001734***

Received: 6/1/2016 8:36:32 PM
Commenter: Robin Gillis
Organization:
State: Washington

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

I am very opposed to any coal transport through our state. Climate change is the greatest concern or our time and we owe it to our children and grandchildren to end immediately transport and use of coal. Our allegiance is to them, not to coal companies.

Submission Number: ***MBTL-SEPA-DEIS-0002625***

Received: 6/13/2016 11:40:43 AM
Commenter: Suzanne Gillum
Organization: PREC
State: Wyoming

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

Submission Text

With the job loss in the energy industry opening up a shipping terminal for coal would make a huge positive impact for everybody in the Wyoming Montana and Washing states. Including bordering states. This would open up a great deal of jobs for those you were forced off their jobs. This would also impact our country all the way across the region to help boost the economy. I only see this as a WIN WIN situation.

Submission Number: ***MBTL-SEPA-DEIS-0001737***

Received: 6/1/2016 9:04:18 PM
Commenter: Cadie Gilman
Organization:
State: Oregon

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

Submission Text

I adamantly oppose the coal terminal. I believe in creating energy jobs, but believe as a community we should instead be investing in green and sustainable energy jobs. Investing in coal (or the exporting of it) at this time is economically and environmentally unsound. This terminal will perpetuate the enrichment a select few people to the detriment of many; its presence and support of the coal industry will continue to harm our community and the world for generations to come.

Submission Number: ***MBTL-SEPA-DEIS-0003348***

Received: 6/13/2016 9:25:13 PM
Commenter: James Gimenez
Organization:
State: Washington

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

I run a grain cooperative in Eastern WA and as such my job depends upon international trade. If we restrict the transportation and trade of a commodity like coal, what's to say wheat isn't next. It sounds far fetched however I would expect a majority of the people apposing the coal terminal also appose genetically modified organisms- with no scientific basis for their opposition. Please move the coal export facility forward now.

Submission Number: ***MBTL-SEPA-DEIS-0002862***

Received: 6/13/2016 2:51:56 PM
Commenter: Marcia Gimness
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003083***

Received: 6/13/2016 5:21:03 PM
Commenter: Marcia Gimness
Organization:
State: Washington

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

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003321***

Received: 6/13/2016 8:32:53 PM
Commenter: Dennis Gisi
Organization:
State: Washington

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

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000239***

Received: 5/10/2016 5:38:04 PM
Commenter: Brian Glasgow
Organization:
State:

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

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0003410***

Received: 6/14/2016 2:11:14 AM
Commenter: Ted Gleichman
Organization: Center for Sustainable Economy
State: Oregon

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

Submission Text

The risk of catastrophic derailment of the trains necessary to feed the proposed Bulk Export Terminal cannot be ignored. We have seen that through four anniversaries: -- Two years ago, the Williams Gas Pipeline Explosion & LNG Risk -- Three years ago, the destruction of Lac-Megantic, Quebec, by Bakken crude oil -- Ten days ago, the Bakken crude fire from the UP derailment in Mosier, Oregon -- Three centuries ago, the last rupture of the Cascadia subduction zone. Please see my detailed comments, attached.

Testimony, Millennium Bulk Coal Export Terminal Proposal

Ted Gleichman
8017 N. Dana Ave.
Portland, Oregon 97203
503-781-2498
June 13, 2016

The Coal-Oil-Gas Intersection: Catastrophic Derailment Risk & Four Anniversaries

- **Two Years: Williams Natural Gas Pipeline Explosion & LNG Near-Miss**
- **Three Years: Bakken Crude-by-Rail Destruction of Lac-Mégantic, Quebec**
- **Ten Days: Union Pacific Derailment, Explosion, Fire, & Spill in Mosier**
- **Three Centuries: Cascadia Subduction Zone Earthquake & Tsunami**

Note: An earlier version of this testimony was presented to the Department of Ecology / Cowlitz County on the Millennium Bulk Coal Export Terminal Proposal public hearing in Pasco, Washington, on June 2, including two minutes of verbal amplification.

This was the day before the Mosier Union Pacific derailment, explosion, fire, and spill.

I have updated this discussion of theoretical Columbia Gorge derailment risk to include a little commentary on that actual derailment.

- **Two Years: Williams Natural Gas Pipeline Explosion & LNG Near-Miss**

Two years ago, on March 31, 2014, at 8:22 a.m., a natural gas pipeline management and transmission station blew up. The explosion and fire were just down the road from Pasco, Washington, in Plymouth, on the Columbia River.

Many people involved in examining and commenting on the Millennium Bulk Coal Export Terminal Proposal will remember this catastrophe, and I'm sure that some worked on aspects of incident command, causation analysis, repairs, and lessons learned for emergency preparedness and future management of explosive fossil fuels.

What most people don't know, however, is that the Columbia Gorge rail line adjacent to this Williams Companies natural gas and liquefied natural gas (LNG) facility was so badly damaged by shrapnel from the explosion that, had a coal train or crude-by-rail train been on that tracks at that moment, it would have derailed.

One of the rails on this BNSF main line was struck by a large piece of shrapnel from a 50,000-pound piece of natural gas equipment that was completely shattered by the gas explosion. This rail was pushed out of alignment by three inches when the shrapnel hit it. That little deviation – only three inches – was more than enough to have derailed any train then on those tracks, according to Chief Lonnie Click of the Benton County, Washington, Fire Department, Incident Commander.

The 2014 Plymouth incident is now officially known as the Williams Pipeline LNG Plant Explosion. Chief Click presented the history of that incident to PHMSA, the Pipeline &

Hazardous Materials Safety Administration, in Washington, D.C., on May 19. Afterwards, Chief Click told me that – had a Bakken oil train derailed and exploded because of the Williams shrapnel distortion of the BNSF main line rail, "we could have an incident for the ages."

The chief was not just talking solely about how bad a catastrophe could have been if the shrapnel impact on the BNSF main had caused a unit train filled with Bakken crude to derail, explode, and burn. That would have been horrible; see below. But there was another component to the situation, which could have massively compounded the damage, regardless of the rail-line loss of function: an LNG explosion.

March 31, 2014, could also have gone down in history as one of the worst incidents in U.S. fossil-fuel damage because there are the two 40-yeqr-old LNG "peak shaver" storage tanks within the Williams natural gas pipeline and distribution management facility. Another piece of shrapnel from the gas pipeline explosion pierced one of these tanks, and initially there were fears that LNG was leaking from that tank and would likely encounter the raging fire in the gas management plant and pipeline – and then itself ignite.

The concentrated nature of LNG, 600 times less in volume than atmospheric methane, is one of the reasons that LNG facilities are know as potential "terrorism magnets." That risk of ultra-catastrophic LNG explosion is why everyone in a two-mile radius was evacuated while the fire continued to rage.

Luckily, it turned out that only the outer wall of this old LNG tank had been pierced. Although the inner wall was dented by the shrapnel, it did not crack or rupture. But these two ancient LNG tanks are still there, and still part of Williams' daily gas pipeline management.

- **Three Years: Bakken Crude-by-Rail Destruction of Lac-Mégantic, Quebec**

You are well aware, I'm sure, of how dangerous and explosive Bakken crude oil is, because of its unusual high-volatility mixture of gaseous and liquid hydrocarbons. We have already seen the worst case.

We are approaching the third anniversary of the Lac-Mégantic catastrophe in Quebec, July 6, 2013. In the middle of that night, a train carrying Bakken crude derailed and exploded in the middle of the downtown in that small city.

The explosion and fire destroyed the entire downtown and incinerated 47 people – only 42 bodies were found; five people who disappeared but were known to have been in the area are believed to have been completely consumed by the fire.

There have also been several Bakken crude-by-rail derailments, explosions, and fires in the U.S. – and now we've had one in the Columbia Gorge, on the Union Pacific line on the south side, in Oregon, ten days ago.

- **Ten Days: Union Pacific Derailment, Explosion, Fire, & Spill in Mosier**

The little town of Mosier was lucky, too, ten days ago.

Millennium Bulk Coal Export Terminal Proposal
Testimony, June 13, 2016 – Ted Gleichman
The Coal-Oil-Gas Intersection: Catastrophic Derailment Risk & Four Anniversaries

- There was no wind in the Columbia Gorge when the Union Pacific train derailed and caught fire – a very rare slice of meteorological good fortune.
- Although eleven of the 96 cars on this unit train of Bakken crude derailed – because of a single broken bolt fastening a rail to a tie! – only four burned.
- The oil that leaked out before burning soaked into the ground and nearby Rock Creek – not a good thing for the ecosystems or the Columbia, but that prevented the oil from pooling and igniting more cars.

But you can't always count on luck.

- **Three Centuries: Cascadia Subduction Zone Earthquake & Tsunami**

This brings me to the fourth anniversary, and the risks to coal trains. At about 9 p.m. on January 26, 1700, the last rupture of the Cascadia Subduction Zone occurred. As you know, the Pacific Northwest is the largest guaranteed earthquake zone in North America, and it ruptures at a level calculated to range from Magnitude 8.0 to Magnitude 9.2, on an average of every 243 years.

We are 316 years into that cycle – more than three centuries! – and we all know that it is not a question of if, but only a question of when. Statistically, there is better than one chance in three that it will occur during the planned lifespan of the proposed Millennium coal export terminal – and the rail lines necessary to feed it.

Everyone involved in any way in emergency preparedness has received at least preliminary training about our coming earthquake, and those here from the coastal areas of Washington and Oregon also know that the resultant tsunami will completely devastate those regions. The official position of the State of Oregon is that the Pacific Northwest coast will be "uninhabitable" for at least 18 months.

The earthquake damage throughout the region will be the worst catastrophe in US history. Portland, my home, is expected to be without water and electricity for three to six months. By the time the Cascadia shock waves reach Longview and then move on to the Tri-Cities area and through the Columbia Gorge, they will still deal out destruction in a Magnitude 7-plus range.

The BNSF main line on the Columbia's north bank, and the Union Pacific main line on the south bank, will essentially turn into scrap metal. Every bridge on either line will crumble and collapse. If there is a Bakken crude train on either line, it will fracture completely.

In addition, the LNG tanks at the Williams pipeline facility, built in the 1970s when we didn't even know about the Cascadia Subduction Zone and its history, were also not built to withstand these stresses.

But what about the coal trains? Coal can burn too; burning it is, in fact, the plan. In addition to all the many direct and indirect health impacts from coal dust and detritus, there is some risk that a coal train could be caught in a situation where it is subject to ignition and combustion. The risk of non-ignition derailment is significant enough, but now we have to also consider the very worst case, unlikely though it is.

The first three events I've cited -- the two-year anniversary of the Williams Pipeline LNG Plant Explosion; the three-year anniversary of the destruction of the downtown of Lac-Mégantic, Quebec, and 47 of its residents; and the ten-day anniversary of the Mosier Union Pacific derailment and fire – were the result of human error and corporate mismanagement.

The three-hundred-sixteenth anniversary of the Cascadia earthquake memorializes a natural fault that is completely beyond the control of humanity. All we can do about the certainty of the next rupture of the Cascadia subduction zone is work diligently for mitigation and adaptation – and do nothing to increase our risks.

Can we guarantee that no more human error will occur in our management of dangerous fossil fuels and inadequately maintained – even obsolete – infrastructure? Of course not.

Can we guarantee that the Cascadia earthquake will occur only when it is convenient? The question is so absurd as to be outrageous: we are nowhere close to prepared for an event that could occur completely without warning at any moment.

What are the odds that more mismanagement by Williams, or BNSF, or Union Pacific, could derail a coal train? Relatively slim, perhaps, but they are nowhere close to zero.

Imagine that the Cascadia earthquake does hit at a time when a coal train is passing by the Williams facility, with its antique LNG tanks and gas pipeline infrastructure – and a Bakken crude train is right on its heels.

What are the odds that the derailment of a coal train could occur at a time and place that allow it to burn? Very slim, to be sure – but they are not zero.

The Responsibility of the State of Washington & Cowlitz County

Your responsibility, in caring for the people of Washington and your neighbors across the Columbia, is a modern version of the first clause of the Hippocratic oath:

First, Do No More Harm

Do not make the risks we already face worse.

Do not permit a deadly and dangerous coal export terminal and the coal trains needed to feed it to invade a region that is not even prepared to deal with what we already know we must confront.

That would be wrong in many ways, which many people have shared with you over the course of these hearings. Corporate profits are no substitute for public safety.

Thank you for your work and your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001707***

Received: 5/31/2016 7:09:03 PM
Commenter: Steve Glenn
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough now it is time to move forward with a fair process for permitting. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: ***MBTL-SEPA-DEIS-0001107***

Received: 5/24/2016 7:26:26 PM
Commenter: Skyler Gloor
Organization:
State:

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

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Goble, Gregg (0536)

Submission Number: ***MBTL-SEPA-DEIS-0000536***

Received: 5/19/2016 5:39:00 PM
Commenter: Gregg Goble
Organization:
State:

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

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0000285***

Received: 5/10/2016 7:02:56 PM
Commenter: William Goedker
Organization:
State:

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

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0002092***

Received: 6/7/2016 4:55:08 PM
Commenter: David Goff
Organization:
State:

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

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0001691***

Received: 5/31/2016 6:51:17 PM
Commenter: Tania Goffena
Organization:
State:

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

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0001110***

Received: 5/24/2016 7:28:42 PM
Commenter: Jack Goich
Organization:
State:

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

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***TRANS-LV-M2-00127***

Received: 5/24/2016 12:00:00 AM
Commenter: Dave Goldberg
Organization:
State: Washington

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

SPEAKER 72: Dave Goldberg (phonetic), Vancouver, Washington.
Acknowledging that existing laws and permitting processes that are not always adequate to deal with emerging environmental problems, Washington SEPA legislation was designed to give decision-makers the flexibility to deal with changing circumstances. Using their substantive SEPA authority, lead agencies can require meaningful mitigation measures for proposed projects or deny that outright. The increasingly evident dangers posed by global warming, to humanity, and the rest of the planet would seem to require using this authority to its full extent.
As a result of global warming -- the DEIS acknowledges the project would contribute to rising temperatures, ocean acidification, and reduce snow pack. In addition, the world bank estimates one billion climate refugees by 2050. According to a climate central paper published in the proceedings of National Academy of Sciences, a total of 414 cities are slated to be emerged due to the emissions already present in our atmosphere. Scientists believe that we are in the midst of an extinction event rivaling the five previous ones. The previous extinction events claimed 70 and 96 percent of all species on earth. To deal with the emission that would result from the project, the DEIS is calling for yet to be determined mitigation measures that reduce the carbon footprint by 50 percent. The DEIS acknowledges that the remaining gas emissions would be significant and unavoidable.
Environmental groups such as the Sierra, 350.org and Greenpeace believe the larger solution would be keep 80 percent of known fossil fuel reserves in the ground. Because of the remaining emissions would be significant, the lead agencies should use their SEPA substantive authority to deny this project.
Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001238***

Received: 5/26/2016 6:12:02 PM
Commenter: Phillip Gomez
Organization:
State:

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

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0003276***

Received: 6/13/2016 7:34:35 PM
Commenter: Egla Gonzales
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Goode, Jennifer (0646)

Submission Number: ***MBTL-SEPA-DEIS-0000646***

Received: 5/20/2016 1:43:08 PM
Commenter: Jennifer Goode
Organization:
State:

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

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0000014***

Received: 4/29/2016 5:23:25 PM
Commenter: Beth Goodnough
Organization:
State:

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

Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward and approve the project. There are many benefits of the project that the community is waiting for. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Thanks for considering my comments. I support this project and am embarrassed that it takes so long to get a project approved in this country. A project that will add significant jobs to this portion of the country, and will help with the U.S.'s trade imbalance. This also a worthwhile project since it cleans up of an existing abandoned site, turning it into something more productive and useful. Thanks, Beth Goodnough

Submission Number: ***MBTL-SEPA-DEIS-0002040***

Received: 6/6/2016 3:30:26 PM
Commenter: Diana Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: Ocean acidification is a huge problem for the economy of our state. It affects one of our major industries, one that earns an estimated $270 million a year for the state coffers every year, the shellfish industry. People expect outstanding seafood when they visit Washington State or buy oysters from here. More and more we are hearing that oyster farmers are in trouble. Some have already moved to the less acidic waters of Hawaii. The problem is that CO2 combines with water to create a mild acid which affects the ability of shellfish to form shells. The acid affects oysters and, even more important, shell-forming marine plankton which is critical in basic marine food chains. These effects start in the higher latitudes and gradually move toward the equator. The burning of coal in Asia will affect ocean acidification all over the world. Although the DEIS contains mitigation measures such as using fuel efficient equipment, anti-idling policies, and a mitigation plan, there is no way to counter the significant adverse environmental impact this project will have not only in Cowlitz County and Washington State, but in many spots around the world such as coral reefs, an important support system for fishstocks. This terminal is counter to the best economic interest of Washington and may affect the ability of the ocean to produce food used around the world. Further acidification will cost us jobs and a less pristine environment. Its overall effects will be significant and adverse and not able to be mitigated here and around the world. The best choice is the NO ACTION alternative. Sincerely, Diana Gordon 642 I Street Washougal, WA 98671-1129 360-835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0002520***

Received: 6/11/2016 2:42:08 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

RE: VEGETATIVE HEALTH OF THE COLUMBIA RIVER ESTUARY The vessel corridor is the stretch of the Columbia from the Port of Longview to the ocean. An extremely important component of the Vessel Corridor is the Columbia River Estuary and other smaller estuaries containing a variety of habitats including tidal wetlands, shallow water, and tidal flats. The mixture of salt and freshwater creates a unique environment. Estuaries are rich in nutrients and produce huge amounts of food. They contain large numbers of organisms, are important in food webs, and provide vital habitat for life stages of mollusks, fish, and crustaceans. Most of the vessels that will be used to transport coal will be huge, in the 46 thousand dead weight ton class. These vessels are larger than most of the ones currently in use and represent a considerable increase (4-5 ships/day) in ship traffic through this area. These vessels will create wakes which will impact riparian vegetation directly through breakage, swamping, and erosion. They will also alter patterns of erosion and deposition, and spread of noxious weeds. (Soil erosion is one of the leading causes of habitat loss for salmon.) Further, wakes can redistribute fine sediment that can smother aquatic vegetation. Wave effects would be greatest as vessels pass through the Columbia River Estuary and its associated habitats. The habitat types in these areas serve as important nursery grounds for juvenile fish (including salmon) and contain very high quality, unarmored shallow-water shoreline habitat that is of great importance to numerous aquatic species and associated fisheries. Clearly, it is in our best interest to preserve these important vegetative environments. Increasing ship traffic to this magnitude can have only harmful effects on the Columbia River Estuary and the entire Vessel Corridor. The importance of wave effects is downplayed in the DEIS and treated as a temporary phenomenon. It is not temporary - the effects on our salmon fisheries, fishing industry and recreational fishing will be considerable and not able to be mitigated. Further, the majority of important marsh land at the mouth of the Columbia is on islands in Oregon. So Oregon will feel the brunt of this increased ship traffic in its tourism, recreation, and fishing industries. It will certainly feel the impact on the health of its estuarine areas and possibly jobs. I feel that these impacts were not sufficiently addressed in the DEIS. More studies need to be done with realistic, updated accident incidence models. From the standpoint of estuary health alone, this terminal should be rejected. Please adopt the No Action Alternative.

Submission Number: ***MBTL-SEPA-DEIS-0002521***

Received: 6/11/2016 2:42:09 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

RE: VEGETATIVE HEALTH OF THE COLUMBIA RIVER ESTUARY The vessel corridor is the stretch of the Columbia from the Port of Longview to the ocean. An extremely important component of the Vessel Corridor is the Columbia River Estuary and other smaller estuaries containing a variety of habitats including tidal wetlands, shallow water, and tidal flats. The mixture of salt and freshwater creates a unique environment. Estuaries are rich in nutrients and produce huge amounts of food. They contain large numbers of organisms, are important in food webs, and provide vital habitat for life stages of mollusks, fish, and crustaceans. Most of the vessels that will be used to transport coal will be huge, in the 46 thousand dead weight ton class. These vessels are larger than most of the ones currently in use and represent a considerable increase (4-5 ships/day) in ship traffic through this area. These vessels will create wakes which will impact riparian vegetation directly through breakage, swamping, and erosion. They will also alter patterns of erosion and deposition, and spread of noxious weeds. (Soil erosion is one of the leading causes of habitat loss for salmon.) Further, wakes can redistribute fine sediment that can smother aquatic vegetation. Wave effects would be greatest as vessels pass through the Columbia River Estuary and its associated habitats. The habitat types in these areas serve as important nursery grounds for juvenile fish (including salmon) and contain very high quality, unarmored shallow-water shoreline habitat that is of great importance to numerous aquatic species and associated fisheries. Clearly, it is in our best interest to preserve these important vegetative environments. Increasing ship traffic to this magnitude can have only harmful effects on the Columbia River Estuary and the entire Vessel Corridor. The importance of wave effects is downplayed in the DEIS and treated as a temporary phenomenon. It is not temporary - the effects on our salmon fisheries, fishing industry and recreational fishing will be considerable and not able to be mitigated. Further, the majority of important marsh land at the mouth of the Columbia is on islands in Oregon. So Oregon will feel the brunt of this increased ship traffic in its tourism, recreation, and fishing industries. It will certainly feel the impact on the health of its estuarine areas and possibly jobs. I feel that these impacts were not sufficiently addressed in the DEIS. More studies need to be done with realistic, updated accident incidence models. From the standpoint of estuary health alone, this terminal should be rejected. Please adopt the No Action Alternative.

Submission Number: ***MBTL-SEPA-DEIS-0002543***

Received: 6/12/2016 3:52:44 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

Submission Text

RE: VESSEL SIZE At the proposed Millennium Coal Terminal in Longview, the ships used to transport coal from the Port of Longview down the Columbia River will be very large - in the Panamax and Handy max Class. The Panamax will require about 42 - 49 feet of water to make it down the river when loaded with coal. The Columbia River Channel, however, is generally maintained to a depth 43 feet in the stretch downriver from Longview to the coast. The Washington State Department of Ecology Drought Watch reported on June 10, 2016, that the snowpack in Southwest Washington is down to 39% of normal (down from 116 % above normal in January). This suggests a low water year. If this does turn out to be another low water summer reminiscent of last year (2015), what is the plan to float these ships down the river without running aground? It is difficult to see how it won't happen at some point. A further possibility is a collision or an allision. If fuel leaked out, this could have very damaging results depending on the wind, weather, water level, and location. A fuel leak into the Columbia River Estuary could never be mitigated. Groundings, allisions, and collisions cannot be ruled out with these enormous ships making 4 - 5 river transits a day. I think the No Action Alternative is the only one that makes sense for this beautiful, important, and economically significant river environment.

Submission Number: ***MBTL-SEPA-DEIS-0002544***

Received: 6/12/2016 3:52:45 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

Submission Text

RE: VESSEL SIZE At the proposed Millennium Coal Terminal in Longview, the ships used to transport coal from the Port of Longview down the Columbia River will be very large - in the Panamax and Handy max Class. The Panamax will require about 42 - 49 feet of water to make it down the river when loaded with coal. The Columbia River Channel, however, is generally maintained to a depth 43 feet in the stretch downriver from Longview to the coast. The Washington State Department of Ecology Drought Watch reported on June 10, 2016, that the snowpack in Southwest Washington is down to 39% of normal (down from 116 % above normal in January). This suggests a low water year. If this does turn out to be another low water summer reminiscent of last year (2015), what is the plan to float these ships down the river without running aground? It is difficult to see how it won't happen at some point. A further possibility is a collision or an allision. If fuel leaked out, this could have very damaging results depending on the wind, weather, water level, and location. A fuel leak into the Columbia River Estuary could never be mitigated. Groundings, allisions, and collisions cannot be ruled out with these enormous ships making 4 - 5 river transits a day. I think the No Action Alternative is the only one that makes sense for this beautiful, important, and economically significant river environment.

Submission Number: ***MBTL-SEPA-DEIS-0002575***

Received: 6/13/2016 2:29:38 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

Submission Text

One of my major concerns about the proposed Millennium Coal Terminal in Longview is that the site where it will be located will not have been adequately cleaned up after Reynolds Aluminum moved out. Unfortunately, the alternative chosen for the cleanup does not call for hauling away all the contaminated soil at the site. A flood event like a 100 year flood, unusually high tides, water level rise due to climate change, or a large storm event could flood marshes and wetlands near the Port. That water will in turn return to the river carrying cyanide, petroleum hydrocarbons, and so on with it left over from Reynolds. The Millennium project will add huge piles of coal on top of the existing pollution. Coal dust is notoriously toxic. it contains arsenic, lead, mercury, and other toxic heavy metals. Any dust reaching the river as a result of flooding, etc., will cause irreparable harm to Columbia River and could possibly extend all the way down to the Columbia River Estuary. Toxic chemicals in the river and along the bank can affect wildlife. Amphibians, with their permeable skin, are especially vulnerable. Insects and their larvae - important food sources for many - can also be affected. This area is prone to earthquakes which can also spread pollution. Bedrock at the Reynolds'/Millennium Site is about 400' down, I understand, and the area is covered with alluvial soils. Alluvial soils are especially vulnerable to liquefaction in the case of an earthquake thus allowing chemicals to reach the water. This area should be a Superfund Site, not a coal terminal. We know that earthquakes super storms, and climate change are going to happen. A coal terminal here will cause more problems than it could ever be worth. Please choose the No Action alternative and help the Port of Longview to encourage some cleaner industries to move into it.

Submission Number: ***MBTL-SEPA-DEIS-0002977***

Received: 6/13/2016 3:51:53 PM
Commenter: Diana Gordon
Organization:
State: Washington

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

Submission Text

RE: DUST AT PORT Coal at the proposed Millennium Coal Terminal in Longview will be stored before shipment in huge open piles. This can be a significant problem for people living in the area. Coal from the Powder River Basin is especially friable and, despite spraying with water and/or surfactants, will blow around and coat any available surface. It invades homes, cars, fishing and recreational boats, and lungs. It will also land in the Columbia which will degrade water quality. It contains arsenic, mercury, lead, and other toxic heavy metals. These effects must not be treated lightly. They affect people's lives and health. They also affect their property values. Sites like this are difficult to clean up after the coal company has moved on. We can see that the coal industry is not doing very well right now. If they decided to cease operation and move out, Longview would likely be left with yet another toxic mess and stranded asset to deal with. I feel that it is important for Longview's longterm economic health and reputation to have industries that will survive and provide jobs for the long haul. A coal terminal seems to be a short term fix that will provide a few jobs for a while but will eventually leave and leave Longview holding the bag. I think you should do Longview a favor and chose the No Action alternative for the continued health of this very vibrant city.

Submission Number: ***MBTL-SEPA-DEIS-0003383***

Received: 6/14/2016 12:07:07 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

Submission Text

RE: PROBLEMS ALONG THE RR FROM COAL DUST Coal dust from the Powder River basin is very friable and creates more dust than, for example, coal from the eastern United States. In fact, as the trains carrying this coal to the proposed Millennium coal terminal in Longview travel from the Powder River Basin, they can lose up to 3% of their load during the journey. This dust is dangerous for everyone and everything - it contains toxic heavy metals like arsenic, mercury, lead, and cadmium. This dust gets into everything - homes, wildlife, farms and crops, rail beds, rivers, river banks, and tributaries. Cities like Washougal are especially exposed to it. We have an elementary school, our middle school, and the school district offices right across the road from the tracks. Our downtown is divided by the tracks - city hall is within a couple of hundred yards, the library, senior center, many small businesses, the town square, and hundreds of apartments and homes. In addition, the train goes right by Steigerwald National Wildlife Refuge and Clark State Park on the Columbia River. Children, asthmatics, and seniors are especially at risk from coal dust. So is the Columbia River and the tributaries the trains cross. The dust adds pollutants to our valuable river on which we have spent millions of dollars to clean up to make it viable for salmon and other wildlife. Eight train loads of coal a day will create a lot of blowing dust. It will coat vineyards and other farm products, and domestic animals. It makes driving on Highway 14 next to the tracks dangerous by restricting vision. Clearly, no one should live near this hazardous material. We see a drop in property values and a rise in respiratory disease. Despite spraying water and/or surfactants, this product cannot be shipped safely. This terminal should be denied until it is possible to ship coal without endangering people and wildlife living nearby. Please choose the No Action alternative.

Submission Number: ***MBTL-SEPA-DEIS-0003423***

Received: 6/14/2016 2:55:15 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

Submission Text

RE: GREENHOUSE GAS EMISSIONS Greenhouse gas emissions are an extremely serious matter as evidenced by the ruling Judge Hollis Hill made in the case brought by Our Children's Trust against the Department of Ecology. Judge Hollis ordered Ecology to come up with an emissions reduction rule by the end of 2016 and make recommendations to the state legislature on science-based greenhouse gas reductions in the 2017 legislative session. I realize that the remedy sought by Judge Hill probably has nothing to do with the addition of a coal terminal to our state. But - it does make us think about these dangerous climate-changing gases. The DEIS has proposed some mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. However, there is just no way to mitigate the quantity of GHG produced by the mining of coal with huge machines in open pit mines, the transport of the coal to Longview, the transport down the Columbia River and across the ocean to Asia. Further, that coal will be burned in plants that may or may not have any pollution control devises. The earth rotates, the winds blow, and we get a good percentage of that pollution right back here. This pollution causes ocean acidification and climate change. We have already evidenced both of these phenomena. Ocean acidification, which interfers with the ability of oysters to form shells, has already had repercussions in our shellfish industry, especially with oysters. The shellfish industry brings in about 270 million dollars to our economy and provides jobs for about 3,200 people. Can we afford to do anything that we know might affect it further? Climate change is amply demonstrated by the number of super storms we are now experiencing. Burning coal causes illness, scars our landscape, ties up our railroads, and threatens our way of life. This is too high a price to pay. Choose the No Action alternative.

I'm from Washougal in the Columbia River Gorge. It is a small city between foothills and the Columbia River. Our entire downtown with many small businesses is located on both sides of the rail tracks. Just across the road from the tracks there are two schools, the school district offices, and hundreds of homes.

At full buildout, we can expect 16 coal trains a day from this terminal. They will clog our 5 at-grade crossings, release visible amounts of coal dust on windy days, and impede access to our businesses, schools, parks, and homes.

This terminal, especially if others are built, will convert the Columbia River Gorge and areas next to the tracks all the way to Wyoming into a fossil fuel corridor.

This will affect the property values as well as the quality of life of thousands of people. There is no way to mitigate these effects.

I looked at two interesting studies about the effects of increased coal train traffic on property values for the Gateway Pacific Terminal in Cherry Point. One was by the Puget Sound Regional Council and one by a real estate appraisal firm in Seattle. Both acknowledged a negative effect on property values, easily up to 5%. Even a 1-2% loss of value here in Southwest Washington would erode the value of our homes as well as the revenue for state and local governments.

As I understand it, the Department of Ecology is under court order in a Children's Justice lawsuit to craft an emissions reduction rule by the end of 2016 to combat climate change. Rejecting this coal terminal would be a great place to start, and thousands of home and business owners would breathe more easily.

Diana Gordon
642 I Street
Washougal, WA 98671-1129

[redacted]
360-835-7748
June 2, 2016

Submission Number: ***TRANS-LV-Q3-00006***

Received: 5/24/2016 12:00:00 AM
Commenter: Diana Gordon
Organization:
State: Washington

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

Diana Gordon. I'm from Washougal in the Columbia River Gorge. It is a smaller city along the railroad tracks between foothills and the Columbia River. We have Pendleton Woolen Mills and a lot of small businesses located on both sides of the tracks and, of course, our downtown with the City Hall, library, senior center, and a couple of parks.

Just across the road from the tracks there is an elementary school, a middle school, and the school district offices. Other schools and parks are nearby.

At full build-out, we can expect 16 coal trains a day. They will clog our five at-grade crossings, release visible amounts of coal dust on windy days, and impede access to our businesses. This terminal, especially if others are built as well, will convert the Columbia River Gorge and areas next to the rail line all the way back to Wyoming into a fossil fuel corridor.

This will affect the quality of life, and especially important to home owners, the property values of thousands of people. There is no way to mitigate this effect.

I looked at two interesting studies about the effects of increased coal train traffic on property values in the Puget Sound area for the Gateway Pacific Terminal in Cherry Point. One was by the Puget Sound area for the Gateway Pacific Terminal in Cherry Point. One was by the Puget Sound Regional Council and one by a real estate appraisal firm in Seattle, The Eastman Company. Both acknowledged a negative effect on property values easily up to five percent. Even a two to three percent loss of value here in Southwest Washington would erode the value of our homes as well as revenue for state and local governments.

As I understand it, the Department of Ecology is under court order in a Children's Justice lawsuit to craft an emissions reduction rule to combat climate change by the end of 2016. Rejecting this coal terminal would be a great place to start and thousands of home and business owners would breathe more easily tonight.

Submission Number: ***MBTL-SEPA-DEIS-0001168***

Received: 5/25/2016 4:13:12 PM
Commenter: Louis Gordon
Organization:
State: Washington

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

I oppose the use of coal as an energy source. We need to shift our energy use to cleaner sources of energy such as solar and wind. The use of coal is bad for our future. Please leave coal in the ground. The negative impacts of coal are now well documented. Moving the coal to China only adds a negative impact to our oceans. Burning coal in China hurts our atmosphere just like burning coal in the United States. Thank you for this opportunity to express my viewpoint.

Submission Number: ***MBTL-SEPA-DEIS-0000661***

Received: 5/21/2016 7:13:18 PM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Gentlemen: My wife and I live in Washougal, WA, and an additional 16 trains a day, over a mile long, or the equivalent of that many rail cars interspersed in other trains, would close our five at-grade rail road crossings for long periods of time, depending on the train speeds-longer time periods for slower trains. We would undoubtedly have emergency vehicles isolated from their destinations and having to use our one rail road overpass. Homes could be lost and people could die as these vehicles take longer to get to their destinations. Please do not allow the Millennium Coal Terminal to be built. Thank You, Thomas Gordon

Submission Number: ***MBTL-SEPA-DEIS-0000662***

Received: 5/21/2016 7:40:13 PM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Gentlemen: Sixteen trains, over a mile long, with filled coal cars, would leave much coal dust along the tracks, along with occasional pieces of coal. This dust contains mercury and cadmium. Friends near Vancouver, WA, now have coal dust on their outdoor furniture from the coal cars going through now. They live 200 feet from the tracks. A friend that lives near Stevenson, WA, along tracks 500 feet away, has coal dust on her outside picnic table blown there by winds from those tracks as loaded coal cars go by. Last, but not least, if there is no coal dust coming off the cars as some have said, why does the railroad company, BNSF, have special units on the tracks vacuuming dust and bits of coal from the tracks and along side the tracks up the Columbia Gorge, along Highway 14? A friend has seen them in action. Pleas do not allow more coal to come down the Gorge by allowing Millennium to build a coal terminal in Longview.

Submission Number: ***MBTL-SEPA-DEIS-0002579***

Received: 6/13/2016 5:05:48 AM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Gentlemen: Coal dust destabilizes rail road beds: BNSF has determined that coal dust poses a serious threat to the stability of the track structure and the operational integrity of our lines in, and close to, the mines in the PRB. This is from a BNSF spokes person and this is how the process works is: After an extensive study, the company (BNSF) determined a dust buildup can prevent water from draining from track beds, which in turn can push steel rails out of gauge and cause derailments. BNSF has spent millions in track repair near the Powder River Basin. However, coal dust escapes the coal cars as they would traverse the route to Longview. The danger of derailments increases with more coal being transported. The DEIS needs to address coal dust in the rail beds and ultimately reject the Millennium proposal. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0002646***

Received: 6/13/2016 12:15:58 PM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: The publication, Power-Official Publication of: Electric Power includes the following information in its article “Tech Notes: Giving PRB Coal the Respect It Deserves, Part 1”, January 1, 2008 Use of Powder River Basin (PRB) coal for power generation set another record in 2007. In fact, PRB coal now accounts for about 40% of all the coal fired in the U.S. to produce electricity. In late 2006, the U.S. Chemical Safety and Hazard Investigation Board (CSB, www.csb.gov) released a study that found that at least 281 fires and explosions ignited by combustible dust had occurred in general industry between 1980 and 2005. Those incidents resulted in at least 119 fatalities and 718 injuries. One of the report’s main findings: "secondary dust explosions, due to inadequate housekeeping and excessive dust accumulations, caused much of the damage and casualties in recent catastrophic incidents." The National Fire Protection Association’s NFPA 654 standard warns that only 1/32 of an inch of dust or more over 5% of a room’s surface area presents a significant explosion hazard. (The storage area for the coal would be much more than a room.) Although specific information on PRB fires is hard to come by, statistical data in the NFPA 120 Standard for Coal Preparation Plants can help identify equipment and systems that seem more prone to fires. Other data indicate that silos and conveyor belts were the source of more than half of the reported fires at coal-handling facilities over the past couple of decades. PRB coal’s environmental friendliness — and low price per Btu — come with a cost: dustiness that raises the risk of fires and explosions. Although many such incidents have not been widely publicized, they have occurred, and plant operators suggest that their frequency may be rising. Small contained fires are reported to occur weekly at many plants, and several major explosions in recent years have caused extensive damage that cost many millions of dollars to repair. These facts should be included in the DEIS, leading to the denial of the Millennium coal terminal in Longview. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003173***

Received: 6/13/2016 6:17:37 PM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: In the Draft EIS, in Chapter 6, there is a shortcoming that needs to be addressed: “OEA’s models assumed that transported coal would be dry and would not be affected by high ambient humidity, rainfall, or snowfall”. In the Northwest, the rain and snow would impact the amount of coal dust leaving the coal cars. “Weep” holes in the bottoms of the cars would allow more coal dust to be deposited on the rail bed. This has not been taken into account. Little mention is made in Chapter 5 of the diesel particulates, which include PAHs. According to John Incardona, a biologist and toxicologist in Seattle with NOAA. Incardona’s research focuses on what are called polycyclic aromatic hydrocarbons or PAHs. You’ll find these compounds in fossil fuels, including coal. And they’re a problem for fish. “It’s a very simple matter,” Incardona explains. “If it leaves the PAH source and goes into the water and gets taken up by the fish it will be toxic. It doesn’t matter if it’s coming from coal dust or fuel.” PAHs have been connected with liver disease and lower reproductive rates in English sole in Puget Sound. Incardona’s research has shown that when salmon and zebrafish embryos are exposed to PAHs in the lab, their hearts don’t develop normally. That can affect their growth as well as their ability to survive and reproduce. Scientists don’t know exactly how much heavy metals and PAHs escape from coal –- especially when it’s in dust form as opposed to solid chunks, but Incardona says it wouldn’t be too hard to find out. These items should be addressed in the EIS and the Millennium coal terminal ultimately denied. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003208***

Received: 6/13/2016 6:32:36 PM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Gentlemen: There are numerous at-grade crossings in Washington that would slow down emergency responders. One example is Kennewick, where the local head of transportation wants more emphasis on this problem in the EIS. Another example is my home town, Washougal, where we have 5 at-grade crossings and 1 overpass. More coal trains would slow emergency responders here too. More concern should be reflected in the EIS for this problem. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003217***

Received: 6/13/2016 6:44:27 PM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: Many of the railroad ties are old, subject to failure. The railroad derailment June 3, near Mosier, OR, was, according to Union Pacific, caused by a broken bolt. The track had been recently inspected. How many more failures have not been spotted? Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003380***

Received: 6/13/2016 11:47:51 PM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: Dr. Steve Ghan is a climate scientist in the Atmospheric Sciences and Global Change Division at the Pacific Northwest National Laboratory. The mission of the division is to understand the atmospheric processes that drive regional and global earth systems, with a primary focus on climate, aerosol and cloud physics; global and regional scale modeling; integrated assessment; and complex regional meteorology and chemistry. Dr. Ghan's work involves a combination of development, evaluation, and application of parameterizations for climate models. He has focused on parameterizations that represent cloud-aerosol interactions and the subgrid influence of orography on atmospheric and land surface processes. He has worked closely with atmospheric chemists to produce self-consistent treatments of not only the influence of aerosols on clouds, but also the influence of clouds on aerosols. During 2007-2011 he led the Aerosol Climate Initiative for PNNL. For the last fifteen years, Dr. Ghan's second research passion has been the representation of the subgrid influence of orography on atmospheric and land surface processes. By treating land as well as atmospheric processes in a consistent framework, the scheme produces high-resolution distributions of not only temperature and precipitation but also snow water, soil moisture, and runoff. His colleague, Dr. Ruby Leung, and he first developed the scheme in 1994, using a regional climate model as a testbed. They evaluated it by comparing with station measurements in a region with complex terrain, and then used it to simulate the impact of global warming on the climate of the Pacific Northwest. He subsequently applied the scheme to a global climate model, and in 2005 used it to produce global 5-km simulations of climate change for a 125-year IPCC scenario. This is his bio from Atmospheric Sciences and Global Change Division at the Pacific Northwest National Laboratory. At the Pasco, WA, Millennium hearing, on June 2, 2016, he testified that allowing the terminal to be built and ship coal, it would be harder to meet the goals set by America at the Paris Climate Conference. Thus the coal shipped out would contribute to climate change when it is burned. The effect on climate should be emphasized in the EIS and ultimately the Millennium terminal given the “No Action” alternative. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003399***

Received: 6/14/2016 1:01:09 AM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: The Yakima Indian Nation legislative liaison at the June 2, 2016, Pasco Millennium Terminal hearing said that the Terminal would infringe on treaty rights guaranteed by the Constitution. The DEIS says: 3.5.8 Unavoidable and Significant Adverse Environmental Impacts Activities related to the Proposed Action would cause physical or behavioral responses in fish or affect aquatic habitat in the Columbia River. These impacts could reduce the number of fish surviving to adulthood and returning to areas upstream of Bonneville Dam, thereby affecting the number of fish available for harvest by the tribes in the Columbia River. Proposed Action-related trains would travel through areas adjacent and within the usual and accustomed fishing areas and could restrict access to tribal fishing areas in the Columbia River. Because other factors besides rail operations affect fishing opportunities, such as the number of fishers, fish distribution, timing, and duration of fish migration periods and seasons, the extent to which rail operations related to the Proposed Action would affect tribal fishing is difficult to quantify. Making a determination of significance related to treaty reserved rights related to traditional fishing sites on the Columbia River is not determined in this Draft EIS. Even the DEIS doesn’t consider the treaty rights of the Indian tribes. This should be included in the EIS or the No Action alternative chosen right now to avoid any further expense for all parties involved. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003414***

Received: 6/14/2016 2:22:38 AM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: The Cowlitz Indian nation opposes the Millennium coal terminal proposed for Longview. The DEIS does not address Indian treaty rights and it should. If this not resolved, and spelled out in the EIS, the terminal should be given the No Action alternative. Why spend more time and money? The Lummi brought suit and stopped another planned coal terminal. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003417***

Received: 6/14/2016 2:34:14 AM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Gentlemen: While the DEIS says the levels of chemicals in coal dust will be within safe limits, the head of Oregon Physicians for Social Responsibility says there are no safe levels for the chemicals in coal dust, which include uranium, mercury, arsenic, and PAHs (polycyclic aromatic hydro compounds). The EIS should reflect these problems more forcefully and the No Action alternative chosen in the final analysis. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003419***

Received: 6/14/2016 2:43:13 AM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Submission Text

Gentlemen: Asthma is 54% higher in Cowlitz county than the rest of the state. The chemicals in coal dust, such as arsenic and mercury, plus the particulates in diesel train exhaust is twenty times higher than from gasoline when burned. The EIS should take into account these factors and the No Action alternative ultimately chosen. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0003427***

Received: 6/14/2016 2:58:59 AM
Commenter: Thomas Gordon
Organization:
State: Washington

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

Gentlemen: If a coal train derails and goes into the Clark Fork River, polluting the river and the lake downstream near Sand Point, ID, many businesses will be ruined. This the situation for businesses anywhere along the railroad to Longview. For a few jobs, the risk is too high and the losses could be so monumental, whether fishing for salmon, or any business close to a derailment. The EIS should reflect this. Thomas Gordon 642 I Street Washougal, WA 98671 (360) 835-7748 tndgardens@comcast.net

Submission Number: ***TRANS-LV-Q3-00005***

Received: 5/24/2016 12:00:00 AM
Commenter: Thomas Gordon
Organization:
State: Washington

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

A team of scientists led by Dr. Dan Jaffe, professor of Atmospheric and Environmental Chemistry at the University of Washington, conducted a study in the Columbia River Gorge in the summer of 2014, released November 3, 2015.

This study, titled "Diesel Particulate Matter and Coal Dust from Trains in the Columbia River Gorge, Washington State, USA," concluded the passage of a diesel-powered coal train, on average, emits nearly double the respirable, going into the lungs, particulates as does a diesel powered freight train and a coal train's emissions are half diesel and half coal dust.

When a coal train is seen with coal dust coming off, this dust is larger in size than the respirable particulates and is filtered by the nose and mucus; the most dangerous particles can't be seen.

BNSF says the surfactants put on the coal plus modified loading chutes can reduce the coal dust coming off the coal train cars up to 85 percent when they leave the Powder River Basin. But by the time the coal goes through the Gorge, up to three percent of the coal has been lost in transit, about 500 pounds for each car.

Additional studies have found that coal dust contains arsenic, lead, mercury and polycyclic aromatic hydrocarbons, PAHs, which severely affect fish, including salmon. ATSDR, the Agency for Toxic Substances and Disease Registry, part of the Centers for Disease Control, says, "Studies of people show that individuals exposed by breathing or skin contact for long periods to mixtures that contain PAHs and other compounds can also develop cancer."

Why expose our fish and our neighbors to much more of these poisons?

Submission Number: ***TRANS-PASCO-M1-00001***

Received: 6/2/2016 12:00:00 AM
Commenter: Thomas Gordon
Organization:
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 Thomas Gordon. I live in Washougal, Washington which is in Clark County right next to Columbia River.

Another problem with coal dust besides the uranium, thorium, lead, mercury, and arsenic is spontaneous combustion. One analysis on PRB, Powder River Basin, coal represents the extremes of handling problems. This high moisture, highly volatile coal will not only smolder and catch fire while in storage piles at power plants and coal terminals, but has been known to be delivered to a power plant with a rail car or barge partially on fire. These fires can smolder and give off gases as they go through towns en route to Washington.

According to BNSF studies, 10,000 and 64,000 coal dust chunks are blown off each mile-long train per 400 mile trip. Douglas County, Wyoming has 50 percent of their calls for their volunteer fire department responding to fires by trains with many of these fires caused by spontaneous combustion of coal and dust along the tracks.

One rancher had government officials out to show them he had a creek bed with 1.8 feet deep of coal dust in that bed. As a result the rail car fire detection sold by AMETEK Land, Incorporated, specifically mentions Powder River coal in its sales pitch. Another approach, surfactants such as SponSuppress TC2 and SponSupress CPC marketed by AJK Industries, promises to decrease coal fires.

However the chemical in CPC used to reduce coal dust on trains can boost the ability of coal pollutants to enter the environment. And Washington State Department of Natural Resources raises concerns about surfactants. These concerns should be addressed in the EIS. And no action alternative should be chosen.

Submission Number: ***TRANS-SPOKANE-M1-00012***

Received: 5/26/2016 12:00:00 AM
Commenter: Thomas Gordon
Organization:
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 Thomas Gordon. I live in Washougal, Washington.

Even under the no-action alternative, Millennium can ship 165,300 tons of coal a year using the (inaudible) ton car. This works out to 1,377 cars yearly.

In addition to the dust blown off the coal, rain goes through the coal, drains through weep holes onto the rail beds and makes its way into rivers over time.

Research by Dr. Dan Jaffe, University of Washington, shows that on average each coal load loses 500 pounds of coal dust en route from the Powder River Basin to here.

The DEIS says that coal dust related to the proposed action would not significantly affect the behavior of fish.

John Incardona, a biologist and toxicologist in Seattle with NOAA, focuses on polycyclic aromatic hydrocarbons or PAHs. We find these commonly in fossil fuels including coal. It's a very simple matter Incardona explains that if these PAH source goes into the water and gets taken up by the fish, it will be toxic. It doesn't matter if it's coming from coal dust or fuel.

PAHs have been connected with liver disease and affect overall reproductive rates in the Puget Sound. Also Incardona's research has shown that when salmon and zebrafish are exposed to PAHs in the lab, their hearts don't develop normally affecting their growth as well as their ability to survive and reproduce.

Please choose the no-action alternative for the fish and for us. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000986***

Received: 5/24/2016 5:49:53 PM
Commenter: Steve Gorton
Organization:
State:

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

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0002179***

Received: 6/7/2016 7:00:07 PM
Commenter: Tarlton Gosney
Organization:
State:

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

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0001897***

Received: 6/3/2016 2:21:09 PM
Commenter: Alan Gottschalk
Organization:
State: Washington

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

Please do not allow this project to go forward. I can see nothing but negative consequences for the Tri Cities, the State, and the earth if this project is approved. When we make it cheaper for other countries to burn coal, they have no incentive to do anything but burn coal. We have all seen the consequences of this, not to mention the environmental damage to Washington from increased locomotive traffic, coal dust, and the inevitable spills that should never occur, but somehow always seem to happen. Please stop this project, and save the state a tremendous amount of future environmental and congestive heartache.

Submission Number: ***MBTL-SEPA-DEIS-0000615***

Received: 5/19/2016 7:29:49 PM
Commenter: Margaret Gottschalk
Organization:
State:

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

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0001913***

Received: 6/4/2016 1:06:55 PM
Commenter: Sharon Gottschalk
Organization:
State: Washington

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

I do not agree with a coal terminal in Longview, Wa. I feel it would be a potential environmental disaster. What happened with the oil train derailment in the Columbia Gorge two days ago could very well happen with coal trains. Not to mention the coal dust that would be blowing off of the trains. The impact to the towns they will travel through will be negative. The coal will be exported to countries who need to be developing environmentally friendly forms of energy, not buying cheap polluting coal.

Submission Number: ***MBTL-SEPA-DEIS-0000680***

Received: 5/23/2016 12:20:58 PM
Commenter: Frank Gouse
Organization:
State:

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

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0002844***

Received: 6/13/2016 2:45:17 PM
Commenter: Gary Gower
Organization:
State: Washington

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

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002377***

Received: 6/9/2016 5:59:18 PM
Commenter: Thomas Gower
Organization:
State:

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

I'm writing in support of Millennium Bulk Terminals coal export terminal. The draft environmental impact statement shows the project can be constructed and operated and follow the strict environmental standards. I recommend you allow the project to move forward. I was born and raised in Longview and I continue to live and raise my family in Longview. I support cleaning up the site and creating jobs. Thank you for allowing public comment on this important proposal. It's time move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0002907***

Received: 6/13/2016 3:06:29 PM
Commenter: Bob Goyt
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you

Submission Number: ***MBTL-SEPA-DEIS-0000558***

Received: 5/19/2016 6:04:21 PM
Commenter: Glenn Gragg
Organization:
State:

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

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it's time Longview went back to work. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Graham, JoAnne (2351)

Submission Number: ***MBTL-SEPA-DEIS-0002351***

Received: 6/9/2016 5:36:33 PM
Commenter: JoAnne Graham
Organization:
State:

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

I appreciate the opportunity to weigh in on this development project in Longview. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they’ve been included and thoroughly studied â€" it’s time to move this proposal forward! Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0000310***

Received: 5/10/2016 8:32:11 PM
Commenter: Mickael Gramont
Organization:
State: California

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

I am opposed to the construction of this terminal. We should not be investing in the coal industry. It will be detrimental to the economy in the long run, and as has been shown in other places, will negatively affect the health of people along its journey from mining to transport and burning. Not to mention the environment. We should be investing money in newer technology and energy research, not clinging to two-century old technology.

Submission Number: ***MBTL-SEPA-DEIS-0001324***

Received: 5/26/2016 7:02:10 PM
Commenter: Angelica Grams
Organization:
State:

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

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life

Graner, Jerome (3320)

Submission Number: ***MBTL-SEPA-DEIS-0003320***

Received: 6/13/2016 8:31:22 PM
Commenter: Jerome Graner
Organization:
State: Montana

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002804***

Received: 6/13/2016 2:31:18 PM
Commenter: Adam Granger
Organization:
State: Wyoming

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

Submission Text

Dear Cowlitz County and Washington State Officials: As a resident of Wyoming I have seen many people and families affected by the downturn in the coal markets. This port project if approved could provide many jobs from WA to WY and in between. I am 100% for this project – please read on. It seems that there is a rationale that by putting in a port we are condoning air pollution in other countries. This project may actually help reduce the global environmental impact from coal fired power plant emissions. The reality is that coal as a baseload electricity source is not going away here or abroad. Wyoming coal is attractive from an emissions standpoint because it has low ash and low sulfur content. It is unrealistic in my view to think that countries will go without electricity if the supply of coal from the U.S. is limited (i.e. no port project). I think they would simply buy coal (potentially inferior coal) from somewhere else. Wyoming families are dependent on the coal mining industry. Therefore Wyoming has invested heavily to resolve the issue of CO2 emissions from coal fired power plants (see NRG cosia CARBON X Prize). The goal is to resolve the technical issues surrounding CO2 emissions and thereby preserve coal as a low cost energy source. This type of attitude is a win for families, a win for the economy, a win for the environment, and a win for the coal industry. The impact to the local (U.S.) environment would be small due to existing infrastructure (railroad from mines to port) being in place already. Regarding the coal dust issue, I have driven alongside railroads (three to four tracks wide) that carry the bulk of Wyoming coal exported from the state and have not once noticed coal dust in the air or pervading the environment around the tracks. This is despite the routes being located in the prairie where it is frequently very windy. I also have had opportunity to tour BEPC’s Dry Fork power plant (400MW commissioned 2011, toured in July 2014). I was able to observe the railroad tracks around the plant from a birds eye view. I anticipated that the area around the tracks would be very dirty and mostly black in color. This was not the case! The land adjacent to the tracks appeared very clean. In fact the entire plant was very clean. I will close with the hope that the impact of this project to families in Washington and Wyoming will be considered honesty. Support for family is support for a strong society. Best regards, Adam G.

Submission Number: ***MBTL-SEPA-DEIS-0002660***

Received: 6/13/2016 12:30:21 PM
Commenter: Jacob Granger
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
This project will be a great addition to the variety of industries that keep Southwest Washington's economy strong. With the proper mitigation measures, it will be a safe, strong creator of jobs. Please allow this project!

Submission Number: ***MBTL-SEPA-DEIS-0000170***

Received: 5/9/2016 2:21:14 PM
Commenter: Grant Gratrix
Organization:
State:

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

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000904***

Received: 5/24/2016 5:05:31 PM
Commenter: Richard Gravely
Organization:
State:

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

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. MBT has received a thorough and comprehensive draft EIS review€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0000557***

Received: 5/19/2016 6:03:29 PM
Commenter: James Gray
Organization:
State:

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

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0000296***

Received: 5/10/2016 7:20:01 PM
Commenter: John Gray
Organization:
State:

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

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001573***

Received: 5/31/2016 5:19:21 PM
Commenter: Leo Gray
Organization:
State:

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

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0000770***

Received: 5/23/2016 2:11:49 PM
Commenter: Rebecca Gray
Organization:
State:

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

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000607***

Received: 5/19/2016 6:59:56 PM
Commenter: Glen Greco
Organization:
State:

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

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Media coverage would have us believe that transporting coal by rail through our state is unprecedentedâ€"it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thanks for considering my comments.

Submission Number: ***TRANS-LV-Q1-00047***

Received: 5/24/2016 12:00:00 AM
Commenter: Christopher Green
Organization:
State:

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

Submission Text

My name is Christopher Green. I moved here from my hometown in Mississippi two months after the birth of my twin daughters driving nearly 2,500 miles to reach this destination almost a week later. My fiancee and I decided to move to Longview because we both promised our children the same vow that our parents made to us so long ago, to provide for them a safe, happy, nurturing environment for their developing minds and bodies. When my family arrived in Longview two years ago, immediately we knew that we had made the right decision choosing this city to be our new home. Everything about Longview was and still is perfect. From the beautiful backdrop on the Columbia River to the warmth of the tree lined streets. It wasn't long after my family moved into our first house two blocks away from Lake Sacajewea where every day my young daughters play and learn the many different ways to take care of our planet. The Millennium Bulk Terminal proposal is not one of those ways. This proposal threatens the health and safety of every resident of Longview, Kelso, and surrounding areas exposing the populous to the dirtiest of all fossil fuels. Coal creates more pollution than oil, natural gas, and gasoline when burned which leads to climate change and global warming that are already ravaging the Earth as I speak. On a more localized level, stockpiling 100 million tons of coal annually will most definitely lead to air, water, and soil contaminations with toxic material such as arsenic, lead, and mercury just to name a few. Coal is known as the dirtiest of fossil fuels and with good reason. Around ten percent of coal is ash. Coal ash is highly toxic and very hazardous to humans and other living organisms due to containing two radioactive elements, uranium thorium. Even with the application of surfactants, coal ash and other hazardous byproducts when stored openly and locally usually escape the housing terminals and expose those living nearby to radiation and other environmental toxins. However the largest and perhaps the most long-term effect of coal use is the release of carbon dioxide. Greenhouse gas is responsible for climate change and global warming. In 2013, the head of the United Nations' Climate Agency advised the world coal reserves be left in the ground to avoid catastrophic global warming, a warning that I believe we all must heed. As it stands right now, Cowlitz County is ranked number two as far as asthma rates statewide with nearly ten percent of residents suffering from respiratory illnesses like asthma and COPD. A coal terminal, especially one so close to residential neighborhoods, would only serve to inflate this statistic by stockpiling massive uncovered piles of coal to parks and schools exposing children to the air pollutants and heavy metals such as mercury and lead. Millennium claims that they will be able to prevent the coal dust from escaping from the use of surfactants and water is absurd, unreliable, and highly irresponsible to states. Many tests have shown there is really no guarantees with the wetting method that is 100 percent effective and with a projected 840 new vessels in the Columbia River moving over 100 million tons of coal annually, the risk of contaminating water, the very water we drink, with deadly pollutants is astronomically high. Aside from air, water, and soil pollution, the added rail traffic will undoubtedly cause massive congestions in an area of town that already suffers from major clogging issues due to freight being imported to and from the docks on a daily basis. Civilian traffic over the Lewis and Clark Bridge in and out of Oregon and the employees along Industrial Way. With this proposal, Millennium will be adding an extra two hours of down time on their rails which run along the entire stretch of Industrial Way every day. This would be to accommodate for the extra 20-mile long, 100-plus car loaded coal trains complete with four diesel engines that would either be entering or exiting the terminal every hour and a half. Running on a 24-hour schedule, this does not only increase the likelihood of delaying emergency medical response time, but increase the chance for accidents arising in traumatic injury and death and exposure to particulate matter for a large number of the population. The increase in noise exposure may also lead to sleep disturbances, cardiovascular disease, stroke, hypertension, and cognitive impairment in children among a host of other major medical disorders. No neighborhood is at greater risk of these exposures than the Highlands whose boundaries stretch from Washington Way on the north to Oregon Way on the south. This neighborhood, home to a large portion of Longview's low income and people of color population is also the site of many important community resources including St. Helens Elementary School, Archie Anderson Park, and

Cloney Park. Building a coal term lose to so many vulnerable citizens would only exacerbate any existing mental or health disorders already present in this community while simultaneously causing more. This proposal will not only endanger the health and safety of countless residents and poison the environment, it will serve to hinder the already thriving economy in place unnecessarily at the taxpayers' expense. In order to make sure that existing railroads are up to date on the upcoming challenge in hauling over 100 million tons of coal through our beautiful countryside, Millennium has proposed also that the state pay for improvements that would be necessary to the lines. I hardly agree that responsibility should be that of the citizens who don't benefit from this agreement at all. This company has already lobbied successfully that this state's legislature spend 85 million dollars of taxpayer money to pay for an overpass at Oregon Way and State Route 432, with many more millions expected to come in the future. Leading railroads have stated that without these improvements to increase capacity, Reynolds Lead, BNSF spur, and three sections of the BNSF main line routes in Washington State are not projected to have the capacity to handle baseline rail traffic and proposed action related rail traffic in 2028. Aside from that, Millennium CEO stated that other rail users would also benefit from these rail improvements at Oregon Way and SR 432. While this sounds like a boost to the local business, in actuality, according to Cowlitz County's own SR 432 assessment, Millennium is projected to occupy 74 percent of all rail operations, the remaining 26 percent is projected to go to Barlow Point, which is currently farmland that lacks both a dock and most importantly a rail line. In short, this rail system stands to benefit Millennium and only Millennium. If we as a community wish to truly support Washington agriculture and local businesses, we will not approve this proposed terminal. Millennium also is not the economy stimulating job creator the company claims to be in this proposal with their promise to create thousands of jobs across the Pacific Northwest. By their calculations, the terminal in Longview will only need 135 employees to complete daily operations and, with every other terminal proposal already have been shut down across Oregon and Washington, that promise seems rather bleak. The Pacific Northwest has spoken with Oregon establishing a statewide plan to be coal free by 2020 and Washington State to follow by 2024. Export markets for coal are on a consistent decline and with the world moving toward a safer, more sustainable form of energy, the demand for coal is not at the peak levels it once enjoyed. For Longview to now incorporate exporting coal instead of looking for an alternative method to stimulate the economic growth would be a mistake, one detrimental to our community and environment. In closing, I would like to thank you for your time and ask that the Cowlitz County officials and the Department of Ecology officials please vote for a no-alternative action to the Millennium Bulk Terminals. This contract puts many of our lives at risk. More than 200,000 have already voiced our concerns about the dangers of coal exports. As a father of two, I want nothing more than to ensure that my children are safe. As a veteran of the United States military, I want nothing more than the safety of my fellow Americans, which is why I alone with so many others hope that you will make the proper decision. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000605***

Received: 5/19/2016 6:58:12 PM
Commenter: Darrell Green
Organization:
State:

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

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***TRANS-LV-Q2-00005***

Received: 5/24/2016 12:00:00 AM
Commenter: John Green
Organization:
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 John Green. I live in Gearhart, Oregon. I've lived in Longview for 14 years before I moved to Gearhart. But in March 2016, the Federal Energy Regulatory Agency, FERC, which is an acronym for Federal Energy Regulatory Commission, rejected a liquified natural gas pipeline and export terminal in Coos Bay, Oregon. The reason it was rejected, this agency was required to balance the need against the adverse effects of the project, what the adverse effect of the project would have on landowners and the environment with the LNG market in upheaval. The backers were unable to demonstrate that demand exists for the product. It seems that the same is at play here in Longview with two major and several minor coal companies now in bankruptcy, a reduced demand in Asia, and the ready supply from other global sources as well has reduced domestic consumption Powder Basin coal is no longer in high demand and the price reflects this. Is it wise or even morally right to allow the transport of this product to trump the quality of life in this community and others from Montana to Longview? The adverse effects include rail congestion along the route and within Longview itself, shortages of rail equipment for shipping less than a unit train, coal dust spewed from trains and from a ten-story high pile of coal on the banks of the Columbia, light and noise pollution, as well as more fuel for global climate changes. All these are being discussed here today. I believe a precedent was set by a federal agency in Coos Bay in its decline to permit an LNG terminal. And it should be followed in Longview by declining a permit for Millennium coal terminal. Thank you.

Submission Number: ***TRANS-LV-M1-00010***

Received: 5/24/2016 12:00:00 AM
Commenter: Richard Green
Organization: St. Steven Episcopal Church
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 Father Richard Green. I'm an Episcopal priest. I've lived in Longview for the last 16 years. Ten of those years was the rector of St. Steven Episcopal Church here in Longview. St. Steven was in that first generation of Christians, and he was appointed to take care of the most vulnerable in his community, and established a moral imperative that we should take care of the most vulnerable. With Longview, the most vulnerable in our community lived right across Industrial Way from the proposed site. It's their children, their lives that will be impacted the most. Not those of us who comfortably live far away from the river, but the most vulnerable. Now we've been assured that state of the art techniques will be employed to take care of this. Well we've been listening to these environmental impact reports for decades. Time and again we've been assured that it's going to be okay, and time and again we've been disappointed at the horrors unleashed by corporate industrialists, all for profit. At some point we have to say we're putting a line in the sand, no more. And this looks like a pretty good place to draw the line. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001094***

Received: 5/24/2016 7:18:10 PM
Commenter: Shawn Green
Organization:
State:

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

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0002875***

Received: 6/13/2016 2:57:02 PM
Commenter: James Greenawalt
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002822***

Received: 6/13/2016 2:37:37 PM
Commenter: Kathy Greenawalt
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

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

Received: 5/26/2016 12:00:00 AM
Commenter: Heather Greenblug
Organization:
State: Washington

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

Good evening. My name is Heather Greenblug (phonetic). I'm a resident of South Spokane County. I've lived in the area for over 30 years. I've also previously lived in Eastern Montana, Western Montana, and Alaska.

Upon moving to Spokane to where my family resided, I have been a mother, a wife, a daughter, and a care taker of my elderly parents, who have since passed away.

I have suffered from severe asthma since I was three years old, almost 55 years. I'm here to give you personal experience of the disastrous effects of worsening air quality, air pollution, and anyone who says that coal dust has no detrimental effect has never tried to breathe or struggled to breathe.

It doesn't matter whether it's coal dust. It can be dust from roads, dust from agricultural fields, it can be dust caused by global warming and the heat, it can be dust from coal trains. And when you attempt to open your windows at night to get a breath of fresh air, I consider that an oxymoron. There's no such thing.

For those people who suffer from respiratory illness, there is no such think as fresh air anymore in this area.

And as I live about a mile about from the train tracks in the Marshall area, as the dewpoint settles and evening comes into play, you can see the dust sit in the air and it is extremely difficult to enjoy your home, to enjoy the environment, and I plead that you will take the health and safety into account and oppose this bulk terminal. Thank you.

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

Received: 5/26/2016 12:00:00 AM
Commenter: Ann Greene
Organization: Dr. Erick Greene, Professor of Ecology, University of Montana
State: Montana

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 Ann Greene. I live in Montana. I'm here to read testimony for my husband, Dr. Erick Greene, who could not attend. Erick is an ecology professor at the University of Montana and has been studying heavy metal poisoning in ospreys, also known as fish hawks, for ten years now.

He writes, In addition to all of the issues that have already been raised over the dangers of burning coal, CO2 emissions and global warming, I want to raise an issue that is not widely appreciated, mercury in our environment. Mercury is an extremely powerful neurotoxin causing brain damage at extremely low levels.

According to a recent study, scientists from the Argonne National Lab, US Department of Public Health, and School of Engineering and Applied Science at Harvard University, the largest source of mercury entering globally now is from burning coal to generate electricity. Burning coal is releasing record amounts of mercury not seen since the Industrial Revolution. This mercury enters the atmosphere, travels long distances and precipitates in rain and snow.

It's a cruel irony that if the Millennium Bulk Terminal is allowed to proceed, Asian countries would get power from burning the coal while at certain times of the year we, in the United States, would suffer from the increased mercury and CO2 pumped into the atmosphere.

Studies by NASA show that mercury laden smoke from coal burning plants in China enters the westerly flow jet stream and gets back to North America in ten days or more. It then rains out into our rivers and lakes.

Mercury quickly enters aquatic food chains. As an example, the fish-eating osprey that I have studied in Montana already have 100 to 1,000 times the levels of mercury that are considered safe for humans. Many of our lakes and rivers in Montana now have restrictions on how much fish can be consumed because of mercury levels.

In conclusion, expanding the port at Longview and allowing millions of additional tons of coal to be burned each year in China would not only increase unacceptable amounts of C02 but would also increase mercury levels in western Montana and throughout the world. For these reasons, I strongly encourage the State of Washington and Cowlitz County to deny the proposed permit to expand the port at Longview.

Juanita Greenway
5/24/16
Longview, WA

Hello,

My name is Juanita Greenway, from Vancouver, WA. where we have our own energy project issues. You have heard from physicians and other professionals about the harm caused by the activities of companies like Millenium Bulk Terminals. I'm here to focus on other issues: ① Millenium Bulk's trustworthiness; and ② a major deficit of the DEIS.

Millenium Bulk submitted their proposal in 2009. They were subsequently forced to withdraw that proposal when leaked documents revealed that the company actually intended to ship 40–60 million tons of coal through the terminal, rather than the 5.7 million tons it originally applied for to the Cowlitz County Commissioners. What a whopper!

A subsequent proposal was submitted, so here we are — I know that those who tell such whoppers will misrepresent anything in order to make a buck. This is a given from a bad neighbor, not a maybe.

I urge a no-action decision on the Millenium Project.

Regarding the DEIS: A scientific study must be made of the health impact of Millenium project activities upon this community. None, I repeat, none was included in the DEIS. Seriously, isn't this where an EIS should be in? I urge this be done and then reject this harmful project.

Submission Number: ***MBTL-SEPA-DEIS-0000344***

Received: 5/11/2016 3:06:32 AM
Commenter: BRAD GREGORY
Organization:
State: Washington

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

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0002094***

Received: 6/7/2016 4:56:31 PM
Commenter: E.Clint Gregory
Organization:
State:

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

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002955***

Received: 6/13/2016 3:31:18 PM
Commenter: Frank Gren
Organization:
State: Washington

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

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001672***

Received: 5/31/2016 6:34:09 PM
Commenter: Robert Griffin
Organization:
State:

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

Coal is an obsolete fuel and dangerous to our long term good. Keep it in the ground. Why destroy our environment so that a few can work in this industry. Find other avenues to make your living. This isn't about people, it is about a corporation making money.

I am opposed to the proposed Millennium Bulk Terminal. I do not believe the coal dust will be suppressed enough to keep our air clean. I do not believe increased rail traffic will be safe enough for life to go on safely. I do not believe them when Millennium says the river will be kept clean. ~~There is too much at stake for this project to proceed.~~

Millennium will say anything to get their coal terminal built. They owe their allegiance to their stockholders and investors. Millennium wants to be our employer. They are not our friend. They want to keep their stockholders and investors as their friends. They want us to help them make a profit and will say anything to get what they want. ~~Millennium doesn't care about clean air or clear water.~~

Earlier plans for a 5.7 million ton terminal is now a plan for 44 million tons after their internal communications were revealed. Was Millennium's plan to get permission for a smaller pile of coal, and then beg our forgiveness and pay fines when they exceeded the amount they proposed on their permit? How much can they be trusted?

Can they be trusted when they say they will create jobs. According to The Daily News, Millennium used phrases such as -
Expect to create
Mostly local
According to company's economic analysis
Expressing hopes
These phrases leave too much room for interpretation. Can Millennium be trusted?

Will Cowlitz County workers be at the top of the list for the "mostly local" jobs? What is the salary for a full-time worker? $50,000 per year? $75,000 per year? $100,000 per year? Will there be a profit sharing plan, health benefits, retirement plan, production bonuses? Will the Millennium executives live here? What percentage of the profits will leave Cowlitz County?

The Daily News reported -
-300 Millennium jobs on same site Reynolds employed 950 That is only a third the jobs on the same site. Could a different, cleaner business employ more Cowlitz County citizens?
-stop traffic at 3rd Avenue, Oregon Way, California Way and Industrial Way and
-working with Burlington Northern Santa Fe, haven't completed plan
Again, these phrases are too vague with too much room for interpretation.

How will businesses on 3rd Avenue, Oregon Way, California Way and Industrial Way be affected by the traffic backups caused by 16 coal trains per day? What will be the economic impact for those local businesses whose workers live here and pay taxes here? How will the 16 trains per day affect the people traveling through Longview who spend money at our local businesses? Are we sacrificing local business for the dirty coal industry already in poor financial health? ~~Will the Port of Longview lose other potential shipping business due to~~

There are still too many unknowns in this project. The project is prime for potential disasters. Don't let big coal's big money buy us with unproven promises. ~~Say no to dirty coal. Our natural environment is at stake and we should not game with it.~~

Bob Griffith
Longview

Submission Number: ***MBTL-SEPA-DEIS-0000991***

Received: 5/24/2016 5:53:40 PM
Commenter: Curt Griffith
Organization:
State:

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

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***TRANS-LV-Q1-00019***

Received: 5/24/2016 12:00:00 AM
Commenter: Ed Griffith
Organization:
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 Ed Griffith, G-R-I-F-F-I-T-H, and I'm moved from Georgia to Longview, Washington about six months ago. This project plans to bring nine trains of coal to Longview each day in mile-plus long trains and load it onto ships bound for China is a bad idea based on false assumptions. It is bad for the environment, for health, and is a bad business plan. It is bad for the environment. There is no such thing as clean coal. Smog forming nitrogen oxides, mercury, lead, arsenic, and soot-forming sulfur dioxide make coal the dirtiest power by far. Coal also produces more greenhouse gases than any other form of energy. It is bad for health. Medical professionals have attributed an increase in asthma, chronic bronchitis, heart attacks, and premature deaths from heart and lung disease from transporting and burning coal. It is based on a bad business plan for the following reasons: Arch Coal has declared bankruptcy. China, the proposed buyer of the coal, faces a huge oversupply causing a suspension of any new coal mines. Asia, the supposed market, is not investing in coal plants. Arch Coal increased CEO and executive pay so much that the SCC noticed. Their CEO pay went from 3.9 million to 4.3 million in 2013, and 7.3 million in 2014. Why increase pay for a failing company? Coal companies have a long history of leaving behind retirement pay, jobs, and devastated landscapes after fleeing with obscene profits. We just moved from Atlanta, Georgia to Longview. Georgia's taxpayers paid millions of dollars to clean up the environmental messes from coal, suffered pollution and traffic delay from long coal trains, paid huge medical costs for respiratory coal illnesses, and lost good prospective jobs because new industry does not want to move into a polluted state. I hope Washington does not make the same mistake that Georgia made. Thank you.

Submission Number: ***TRANS-LV-Q2-00023***

Received: 5/24/2016 12:00:00 AM
Commenter: Harriet Griffith
Organization:
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 Harriet Griffith, and we just moved from Atlanta, Georgia to Longview. I am concerned, however, to find that Washington may be following Georgia's bad example. Georgia taxpayers in addition to paying millions of dollars to clean up the environmental messes from coal mining and burning has paid huge medical costs for asthma and the other diseases inherent in burning and transporting coal as well as losing good jobs because new industry does not want to move into a polluted state. This is in addition to hours of waiting for long coal trains to pass. I hope Washington does not make the same mistakes that Georgia made.

Submission Number: ***MBTL-SEPA-DEIS-0000817***

Received: 5/24/2016 10:33:55 AM
Commenter: Sara Grigsby
Organization:
State: Oregon

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

Submission Text

I am a resident of the Gorge Scenic area and I am very much against any coal transport through the Gorge and any terminal that would encourage and support that transport. My reasons include: Global warming -- we need to put our energies into other fuel sources Safety - more traffic, more chance of derailments and fires Environmental Pressures - Degradation - more traffic, more negative pressures on an already over-pressured (supposedly) protected region Reject the terminal. Sara Grigsby

Submission Number: ***TRANS-SPOKANE-Q3-00004***

Received: 5/26/2016 12:00:00 AM
Commenter: Eric Grimsrud
Organization:
State:

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

My name is Eric, E-R-I-C, Grimsrud, G-R-I-M-S-R-U-D. And I have a website called EricGrimsrud.com, just if anyone is interested further.

I'm emeritus professor of chemistry at Montana State University, where I was for 30 years. And I also was a chemistry professor at University of Alberta in Edmonton and Washington State in Pullman for shorter periods.

And one of my subjects of study was atmospheric science, focused on that. So I got to know quite a lot about the atmosphere and the associated environmental problems, such as stratosphere, ozone depletion earlier, and now climate change.

And if I had a chance here I would have just made one remark to leave that I think is very important. There are lots of smaller concerns, too, but one thing I learned is that mother nature has her boundary conditions, which you cannot afford to step over without dire consequences. And one is the total amount of carbon dioxide that we can put into the atmosphere.

Since the beginning of the industrial age we have so far put in 500 gigatons of carbon in the atmosphere. Okay? And scientists believed -- and that raised the temperature about one degree centigrade of the earth.

Scientists believe that we cannot afford to go higher than two degrees total, and therefore cannot afford to use more than 500 more gigatons of carbon that is burned that much. Okay?

And so that would be a total of a thousand. Now, if he look at the reserves that we have for future use, if you look at gas and oil together they exceed 500 gigatons by themselves. More probably like 700 gigatons. So we can't even afford to use our gas and oil, which are very proficient suppliers of energy relative to coal. Twice as much energy for Co2 molecules produced.

So, and coal on the other hand, you could say has a very dubious advantage in that there is unlimited supply of, say, at least 10,000 gigatons. 10,000 gigatons. It's just endless.

So, the question is, we can't afford to use our clean gas and oil, all of it. Why would we develop an infrastructure for the future use of coal? I mean, it just doesn't make sense.

Because one thing, you know you're going to use your gas and oil because it's so readily transportable and clean, doesn't have mercury in it.

If we're going to use our reserves for sure we'll use gas and oil. So we're going to use probably more than our 500 allowed gigatons of gas and oil.

Which, again, just why? It's just insane to work on an infrastructure for coal. And new technologies that are held out to be the answer for coal, such as carbon collection and sequestration, and those are pipe dreams today.

They're theoretically feasible on small scale. But if you're talking about putting them in power plants around the world

and hauling out all that debris, carb e, sequestering it, that's coming in, when carbon molecule on those trains gets converted to Co2, that triples its weight -- Co3, it triples the weigh. So you have triple the weight of stuff to move away from those power plants. I mean, it's just ridiculous, the idea that that could be economically viable.

So let's invest in infrastructure of other things that will work in the future, where there will be jobs in the future, as opposed to where there are jobs presently in a dying industry.

Submission Number: ***TRANS-LV-Q2-00024***

Received: 5/24/2016 12:00:00 AM
Commenter: Marta Groff
Organization:
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 Marta Groff (phonetic), and I am from Federal Way. I am a retired school teacher and grandmother of a six-year-old. And I'm representing him here today. I'm also from our climate action group, Salt Water UU Church. If I were to ask if Millennium is a good business partner for Longview, Cowlitz County, and our state of Washington, you might say that it is not in the scope of this study. But is it a good environmental business partner for this city, county, and state? The owners of Millennium are Lighthouse Resources and Arch Coal. The latter was one of 50 coal companies that have filed for bankruptcy in the last year. The Wyoming Department of Environmental Quality agreed to accept 75 million in place of the company's 486 million in self-funding liability to the state for reclamation and cleanup. Would the state of Washington be willing or required to make such a concession? Prevention is the best medicine. The second point that I would like to make is a very obvious one. Coal is really dirty. From its extraction from a ravaged earth to methane released as the coal ore is disturbed, to its loading, to it's transportation via diesel powered trains whose diesel exhaust has been classified carcinogenic by the World Health Organization to its 500 pounds of coal dust per car showered upon the land, forests, rivers, towns and people. That 500 pounds is from BNSF information. To its offloading at terminals and onloading onto diesel-powered ships to far away lands to be burned producing carbon dioxide, nitrous oxide, and other gases that damage the very atmosphere that we and future generations need to exist. From beginning to end, it is environmentally dirty. And the dirtiest of all fossil fuels to burn. It is a local issue in every location, but it is also a global one. One of the destinations for the coal is India, a country suffering from already the effects of climate change. Though you said the scope cannot include the countries where burned, but did recognize in 5.8.1 in the DEIS that greenhouse gases are global rather than local air pollutants with worldwide impacts. It is important to note that on May 20th in India the temperatures rose to over 50 degrees Celsius, 122 degrees Fahrenheit with people dying from heat. And they are in the depth of a drought. Water being trucked in by oil trucks. What we do affects the world globally. Decisions made in this city, this county, and this state have an effect for us all. There is an independent web of all existence of which we are a part. I ask no action.

Submission Number: ***MBTL-SEPA-DEIS-0001051***

Received: 5/24/2016 6:39:26 PM
Commenter: Cindy Grohs
Organization:
State:

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

Thank you for the opportunity to state my opinions on this important issue. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0000419***

Received: 5/17/2016 6:39:44 PM
Commenter: Helen Groninga
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: ***MBTL-SEPA-DEIS-0000649***

Received: 5/20/2016 1:46:43 PM
Commenter: W.P. Groomer
Organization:
State:

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

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001436***

Received: 5/28/2016 11:27:33 AM
Commenter: R.W. Groose
Organization:
State: Wyoming

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

I understand that Millennium Bulk Terminals-Longview, LLC (MBTL) is proposing to construct and operate a marine terminal for export of coal in Cowlitz County, Washington. Bad idea! Coal is the worst fossil fuel. It causes global warming more than any other fossil fuel. The Cowlitz County Department of Building and Planning and the Washington State Department of Ecology are working cooperatively as SEPA Co-Lead Agencies for the SEPA Environmental Impact Statement (EIS), which is required for this project. The SEPA Draft EIS was released for public review on April 29, 2016.

Submission Number: ***MBTL-SEPA-DEIS-0003044***

Received: 6/13/2016 4:57:55 PM
Commenter: Casey Gross
Organization:
State:

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

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, Casey D. Gross cgross@archcoal.com 82716

Submission Number: ***MBTL-SEPA-DEIS-0002197***

Received: 6/7/2016 7:14:49 PM
Commenter: Ken Gross
Organization:
State:

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

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☒ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☒ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am Deena T. Grossman of Portland OR Please do not build or permit the Millenniu terminal in Longview. Coal should stay in the ground. Transporting coal in trains to Longview and then in ships down the Columbia river and across the Pacific is a bad idea. The degradation of our environment, rivers and air are a

(additional space is provided on the back)

(comment continued)

Submission Number: ***MBTL-SEPA-DEIS-0001155***

Received: 5/25/2016 12:30:08 PM
Commenter: Luke Grossmiller
Organization:
State: Oregon

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

Submission Text

I feel compelled to protect myself, my family, friends and community, from the development of this project which would result in coal being burned over seas and threatening the things a care about. Please do not build this shipping terminal at my expense. I have nothing to gain and everything to lose. Please shut down current coal shipping operations, as the earth's natural capacity to balance CO2 emissions has already been surpassed by human activities. We need to reign dirty energy consumption in, not expand these operations. Again, I consider this development to be a threat to my personal wellbeing, as well as my family, friends, and community. People want good jobs, meaningful jobs that they love, jobs that are good for the future. and that provide a sense of connection with one another. Jobs shipping coal around the world don't meet the criteria for good jobs. Millennium jobs are bad jobs that benefit the corporate executive and shareholders most in the short term, and whose long term costs to tax payers are not being factored into the equation. Don't be fooled by ugly jobs dressed in pretty language. Encourage people to do what they love, to be kind and generous, and to practice seeing the good in one another. Then people will be busy, creative, productive- and new jobs will appear. We will find a way. If in doubt, grow more kale. Don't look to unethical dirty energy for jobs and security. Just say NO! Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000871***

Received: 5/24/2016 4:39:52 PM
Commenter: Gerald Grotkier
Organization:
State:

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

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project’s permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0002335***

Received: 6/9/2016 5:27:03 PM
Commenter: Marty Grover
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
oal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries.

Submission Number: ***MBTL-SEPA-DEIS-0001033***

Received: 5/24/2016 6:19:21 PM
Commenter: David Groves
Organization:
State:

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

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***TRANS-LV-Q1-00042***

Received: 5/24/2016 12:00:00 AM
Commenter: Arthur Grunbaum
Organization:
State:

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

My name is Arthur Grunbaum, G-R-U-N-B-A-U-M. I'm from Grays Harbor County and live on the South Bay of Grays Harbor. The Millennium Bulk Terminals Longview, LLC will exacerbate ocean acidification. Studies have shown that acidification occurs as the ocean absorbs carbon dioxide from the combustion of fossil fuels. Those same studies show that the expected declining pH could jeopardize dungeness crab and put the fishery at risk. The oyster and shellfish industry has also seen a crisis in the ability of larva to form shells during important growth periods. This same crisis is now extending to the dungeness crab. The economics of southwest, central, and northern coastal Washington depend on healthy populations of marine resources. Allowing Millennium or other new fossil fuel terminals is not in the best interest of the state or nation. The permits must be denied as there will be significant increase of greenhouse gas emissions that cannot be mitigated. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000085***

Received: 5/5/2016 9:25:04 PM
Commenter: Bruce Gryniewski
Organization:
State:

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

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years. Thank you, Bruce

Submission Number: ***MBTL-SEPA-DEIS-0001385***

Received: 5/26/2016 7:31:20 PM
Commenter: Craig Guernsey
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The findings on coal dust,that suppression systems (water spray) would limit coal dust to 1/4 teaspoon per year per square meter outside the terminal is just ludicrous.The tests obviously were not done on 85 foot piles of coal subjected to the 20 to 40 mph winds we get on the Columbia River. Water systems are not going to hold dust on the piles.Other coal export terminals have coal dust issues using water systems, what makes this one different? If the project is approved and dust becomes a major issue, who pays for cleaning up our community? Is the State going to require Millennium to put millions of dollars in a cleanup fund? On the subject of rail improvements needed , in Longview alone they will be extremely expensive not counting upgrades for mainlines in Washington to handle the volume. Who pays? Railroads are private companies and taxpayer dollars should not be used for any of it. The quality of life in our community may be drastically effected by this project if it is approved. Have all potential impacts been addressed by this study? We are finally seeing home values rising from young commuters from Vancouver and Portland buying homes here. A coal dump is not something that attracts new people no matter how much lipstick is put on the pig.

Submission Number: ***MBTL-SEPA-DEIS-0001885***

Received: 6/2/2016 6:30:42 PM
Commenter: Damaris Guglielmo
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please!! The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you!!!!

Submission Number: ***MBTL-SEPA-DEIS-0001787***

Received: 6/2/2016 5:05:57 PM
Commenter: Dan Guglielmo
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

Submission Number: ***TRANS-SPOKANE-M2-00047***

Received: 5/26/2016 12:00:00 AM
Commenter: Elizabeth Guick
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. My name is Elizabeth Guick (phonetic). I'm a student of ecology and I was raised in Spokane. I'm here to object to the proposed coal export terminal in Longview. In no way do I want 16 more coal trains a day passing through my town. There are no jobs in it for Spokane. It simply poses a threat to public and environmental safety.

On the issues of coal dust pollution, I do not trust the EIS statement when it says coal dust has no effect. I believe that is delusional and false.

You have heard the already testimonies of the coal. Now add 16 more trains on top of them. BNSF and other studies show that as much as three percent of a coal's car load can blow away in transit. And this pollution is nasty. It consists obviously of carbon but also arsenic, mercury, lead. And the surfactant flame retardant that's sprayed on the coal to prevent combustion, this is toxic. It's nasty and it's dangerous.

The trains follow rivers and waterways from Montana to the coast. There is no justification for polluting the air, water, and lands along the tracks.

There is no justification to contaminate the streams where fish hatch their sensitive eggs, or the air of the people who reside in towns and cities all along the tracks.

Coal profits and a mere 300 permanent jobs do not come before a clean environment, clean rivers and streams, clean soil and clean air, and a livable future.

I understand jobs are very important. There's plenty of jobs awaiting in the green energy industry. There is an abundance of opportunity to grow our economy without harming the health of our environment. Solar, wind, bio adjustors, low causing food system, recycling, to name a few. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002171***

Received: 6/7/2016 6:54:13 PM
Commenter: Chris Gulley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0001076***

Received: 5/24/2016 6:57:22 PM
Commenter: Christopher Gulley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002027***

Received: 6/6/2016 3:09:01 PM
Commenter: Christopher Gulley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0002278***

Received: 6/9/2016 4:48:01 PM
Commenter: Jerry Gulley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years. T

Submission Number: ***MBTL-SEPA-DEIS-0001077***

Received: 5/24/2016 6:57:54 PM
Commenter: Mary Gulley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn’t have to be a choice of one over the other. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002030***

Received: 6/6/2016 3:11:16 PM
Commenter: Mary Gulley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government's environmental study. I say let's get moving with the Longview port ASAP. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001434***

Received: 5/28/2016 10:53:09 AM
Commenter: Mike Gundlach
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I live in the Columbia Gorge and have seen the impacts of the coal industry first hand. It's clear that these corporations have one goal in mind, to make more money. They do not care about the negative impacts they create due to mining, transportation and use of their product. If they did care they wouldn't spend hundreds of thousands of dollars paying lobbysts to fight against every environmental suggestion that comes up. The Draft EIS reveals many serious impacts to human health and the environment that are intolerable and support rejection of the terminal. However, it dismisses other impacts without a valid basis, and this will require additional study and input. Particularly important is a thorough health impact analysis, which has been promised but is still unfinished. The Coal Terminal Would Harm the Columbia River Gorge National Scenic Area: • There is well-documented evidence of coal discharge from existing coal trains contaminating the air, land and water in the Columbia River Gorge National Scenic Area. The problem is so severe that in some locations coal accumulates in layers several inches deep along the banks of the Columbia River. A recent University of Washington study of coal dust emissions from coal trains in the Columbia River Gorge determined that every coal train loses coal dust and that coal trains emit double the amount of particulate matter compared to other freight trains. The Dept. of Ecology has received this study but did not acknowledge it in the evaluation of coal dust impacts. • Every loaded train that would deliver coal to this facility would pass through the Columbia River Gorge National Scenic Area in uncovered cars. The DEIS fails to adequately consider the impacts of coal train traffic and the associated coal dust on the scenic, natural, cultural and recreation resources of the Columbia River Gorge National Scenic Area. • Coal from existing coal trains is currently being discharged directly into the Columbia River and its tributaries in violation of the Clean Water Act. The DEIS fails to consider the violations of the federal Clean Water Act that would result from the project. Coal is a dirty and outdated energy source that we do not need any longer for power or jobs. The solar and wind industries are proven and viable long-term options that provide clean energy and jobs. Please do not approve this coal terminal and instead help ensure that America moves forward with clean power and long-term sustainable jobs in the clean energy industry.

Submission Number: ***MBTL-SEPA-DEIS-0000463***

Received: 5/17/2016 7:33:26 PM
Commenter: Matthew Guptill
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002594***

Received: 6/13/2016 10:46:58 AM
Commenter: Tom Gurr
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001393***

Received: 5/26/2016 7:40:38 PM
Commenter: Thomas Gussler
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0002754***

Received: 6/13/2016 2:11:49 PM
Commenter: Carl Gustafson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Gutierrez, John (0409)

Submission Number: ***MBTL-SEPA-DEIS-0000409***

Received: 5/17/2016 6:27:38 PM
Commenter: John Gutierrez
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0000738***

Received: 5/23/2016 1:45:06 PM
Commenter: Stephen Gyorvary
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0002966***

Received: 6/13/2016 3:36:08 PM
Commenter: Brad Haberman
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000423***

Received: 5/17/2016 6:44:25 PM
Commenter: Nels Hadden
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0001061***

Received: 5/24/2016 6:46:53 PM
Commenter: Elizabeth Haeck
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I've been following this issue, and am glad to have the chance to weigh in. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0003267***

Received: 6/13/2016 7:22:08 PM
Commenter: Sarah Haerting
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I want to voice my support for the proposed Millennium Bulk Terminal export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0001732***

Received: 6/1/2016 8:16:16 PM
Commenter: Dan Hagedorn
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This terminal will not only create American jobs, it will help with carbon pollution by giving Asian countries an option to soft, highly polluting coal with hard, cleaner American coal. The statement about "increasing pollution" are not only misleading, they are at odds with the facts. JUST BUILD IT!

Submission Number: ***MBTL-SEPA-DEIS-0001416***

Received: 5/26/2016 7:57:30 PM
Commenter: Vern Hagel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001516***

Received: 5/31/2016 4:33:36 PM
Commenter: Vern Hagel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0001911***

Received: 6/4/2016 10:20:22 AM
Commenter: Daniel Hagemann
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
This needs to allowed to go through. This will create a lot of new jobs across the region in which the rail will run. It seems like a few radical believers can hurt a lot of people.

Submission Number: ***MBTL-SEPA-DEIS-0001471***

Received: 5/31/2016 1:18:44 AM
Commenter: Chere Hagopian
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support the building of this terminal. It will have a positive economic impact on my community that is very much needed.

Submission Number: ***MBTL-SEPA-DEIS-0000237***

Received: 5/10/2016 5:36:13 PM
Commenter: Rebecca Haight
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0000166***

Received: 5/9/2016 2:11:21 PM
Commenter: Rick Haight
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001049***

Received: 5/24/2016 6:38:15 PM
Commenter: Roger Haight
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0000021***

Received: 4/30/2016 4:58:55 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Two of the world’s biggest coal companies are in bankruptcy, the future of coal looks weak. Yet they want to ship our country's coal resources to Asia through Northwest ports. They will be spreading toxic coal dust in dozens of the Northwest’s rail communities, clogging our railroads and ports, risking our families’ health, polluting our air and water, and stoking the climate crisis. We need to keep it in the ground where it belongs.

Hake, Buffy (0023)

Submission Number: ***MBTL-SEPA-DEIS-0000023***

Received: 4/30/2016 5:49:10 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The EIS should take into account the entire life-cycle impact of the coal that would be shipped, including the overall carbon dioxide emissions produced when used in Asia.

Submission Number: ***MBTL-SEPA-DEIS-0000037***

Received: 5/2/2016 12:26:35 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

“Findings have shown that increases in rail traffic have the potential to result in diseconomies as a result of traffic delays,” according to a paper taken from a University of Texas Transportation Center study. Recent studies conducted by Gibson Traffic Consultants in the western Washington cities of Seattle, Edmonds, Burlington, Marysville, Mt Vernon, and Stanwood suggest potentially severe consequences due to the proposed increase in rail traffic intensity associated with increased train traffic. Adverse effects include increased risk of accidents, impacts to the city’s level of service, decreased ability to provide effective emergency response times, and possible interference with the local freight delivery systems affecting the local economy. Please include a study of this in the EIS.

Submission Number: ***MBTL-SEPA-DEIS-0000046***

Received: 5/3/2016 8:21:14 AM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I oppose the MBT. Local economies, communities, and human health are foremost amongst concerns. The coal industry itself acknowledges that coal markets are traditionally volatile and that coal terminals are financially risky ventures. Strategic questions regarding the wisdom of selling energy resources cheaply to an economic rival have been raised. Additional concerns include those about the coal combustion that occurs once the PRB coal reaches its market.

Submission Number: ***MBTL-SEPA-DEIS-0000070***

Received: 5/3/2016 7:39:33 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am deeply concerned about the MBT. Sharply increased marine and rail traffic, physical disruption of ecologically sensitive areas, and open coal storage in proximity to the Columbia River give rise to concerns about the proposed coal export facility. The risk of collisions and oil spills rises as coal ships are added to waters already crowded with oil tankers. 80-100 acres of open coal heaps will be in proximity to the aquatic reserve, in an area sometimes subjected to high winds; it is unknown to what extent coal dust in the water might affect the marine plants and animals.

Submission Number: ***MBTL-SEPA-DEIS-0000079***

Received: 5/5/2016 6:02:34 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am opposed to the MBT. Coal dust is notoriously difficult to control. BNSF estimates that each uncovered car loses between 500 pounds and a ton of coal dust en route. It is unknown how much coal dust will be released into the air, onto the land, and into the water from the from the 80-100+ acres of open, continuously turned-over, coal heaps in storage at the terminal site.

Submission Number: ***MBTL-SEPA-DEIS-0000119***

Received: 5/6/2016 7:05:49 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Impacts from the Project will be felt far and wide. Rail impacts (traffic, emissions, and derailment risks) will extend from the Powder River Basin and the Uinta basin to the Project site. Please study the impacts all along both proposed routes.

Submission Number: ***MBTL-SEPA-DEIS-0000124***

Received: 5/7/2016 2:06:14 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Greenhouse gas emissions will rise from the eventual combustion of the mined and transported coal, resulting in increasing temperatures, ocean acidification and mercury deposition in the Northwest. The Millennium facility will add to environmental burdens that will result if it is allowed to be built.

Submission Number: ***MBTL-SEPA-DEIS-0000126***

Received: 5/7/2016 6:14:11 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Air quality may deteriorate as a result of the Proposed Project, from additional diesel emissions, coal dust, and the burning of the coal itself. Mercury deposition should be specifically examined.I am particularly concerned about the alarming evidence of toxic contaminants in fish, water and across the landscape the coal trains will pass through.

Submission Number: ***MBTL-SEPA-DEIS-0000129***

Received: 5/8/2016 12:41:35 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Peabody Coal is an irresponsible company and is now in bankruptcy. I do not believe they should be allowed to mine and ship any more coal until they have cleaned up all their prior damages to the environment and to people. Read the following article by Kelly Hayes at Truth Out Missouri activists have long struggled against the environmental devastation, residential displacement and unsafe labor practices of Peabody Coal, the world's second-largest coal producer, which is based in St. Louis. Peabody's acts of destruction have been vast and numerous, from contaminating aquifers with toxic coal sludge to its disregard of labor safety standards, and even the looting of sacred Native artifacts. But the company's recent bankruptcy filing has brought little comfort to those most affected by Peabody's conquest and avarice. This month, organizers in St. Louis joined forced with impacted Indigenous community members to form a united front against the company's current maneuvers, which they say are aimed at evading responsibility for the damage the company has done in the United States and elsewhere. Determined to hold Peabody accountable, organizers recently staged a day of action, punctuated by a rush hour street blockade, in the heart of St. Louis, just outside Peabody's headquarters, to present their ongoing demands to the company. Residents of multiple affected communities say the march, rally and blockade on April 19 were the first efforts in a struggle to wrest the company's bankruptcy settlement away from big shareholders and executive bonuses and toward a "Just Transition Fund" for coal-harmed communities. Among other demands, community members from St. Louis, southern Illinois and Black Mesa want Peabody to clean up contaminated water supplies and honor the pensions of its employees. As Marilyn Tewa, a Hopi board member of Black Mesa Trust, explained in a statement released shortly after the day of action, "Peabody's action to file bankruptcy means that they are unable to pay their debts to creditors. So now, the judge will determine who gets paid. Black Mesa Trust knows the first payment will be to the stockholders, top executives and nothing to reclaim land, water and people who have lived on the lands for thousands of years. No justice will be served."

Submission Number: ***MBTL-SEPA-DEIS-0000238***

Received: 5/10/2016 5:36:56 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please study the effects of diesel emissions and coal dust from mile-and-a half long rail cars would reduce air quality and deposit toxic elements such as mercury into waterways.

Submission Number: ***MBTL-SEPA-DEIS-0000479***

Received: 5/18/2016 8:11:18 AM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I am concerned about potential impacts to our land, water, and fisheries and increased coastal riparian and marine habitat degradation from port expansions and shipping traffic.

Submission Number: ***MBTL-SEPA-DEIS-0000485***

Received: 5/18/2016 2:19:22 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please consider the increased carbon pollution from coal transport, export, and burning that is driving dangerous climate-related extreme weather nationally and globally. I do not think it is fair to only hold public meetings in Washington state. When much of Oregon, Idaho, Utah and Wyoming will be effected by the transfer of this coal.

Submission Number: ***MBTL-SEPA-DEIS-0000624***

Received: 5/20/2016 11:24:40 AM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The high volume of coal trains, barges and tankers would harm many local businesses and economies, snarl traffic, threaten public safety, and require local taxpayers to pay for rail upgrades and other costly projects. Many businesses also face increased economic loss from the impacts from global warming, ocean acidification, and mercury pollution, made worse by the burning of this coal.

Submission Number: ***MBTL-SEPA-DEIS-0000652***

Received: 5/20/2016 5:33:41 PM
Commenter: Buffy Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

A good reason the MBT should be denied-“In terms of cost, we looked at a pharmacology study that says the direct and indirect cost of the diseases and the cost of citizens and businesses in the state healthcare institutions are $190 million a year. They were talking about $10 million in tax revenue compared to a baseline of $190 million a year in healthcare… For every dollar that the coal companies made there was five dollars in public expense.” Dr. Frank James, Family Physician and Public Health Officer in Bellingham, WA Please study the cost this will have on all the states the trains will be going through.

Submission Number: ***MBTL-SEPA-DEIS-0000034***

Received: 5/1/2016 5:57:42 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Transporting coal from the Powder River Basin to the proposed Longview terminal site would require unprecedented levels of regional rail usage. I have concerns about dramatically increased rail traffic, the negative impacts associated with coal trains specifically, due to train length, weight, content, and polluting capacity. Please study the effects of these especially between Utah and Longview as there are several water ways these tracks run along.

Submission Number: ***MBTL-SEPA-DEIS-0000040***

Received: 5/2/2016 6:38:06 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am opposed to the MBT. Coal dust is generated from uncovered piles that need to be rotated regularly. The dust is notoriously difficult to control. The coal would be loaded from the storage areas into ships for transport to destinations in Asia. We need to keep it in the ground rather than despoil the Columbia river.

Submission Number: ***MBTL-SEPA-DEIS-0000078***

Received: 5/5/2016 4:44:49 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am opposed to the MBT. I live right on the UP main line where these trains will be passing. Property values could suffer near the coal train corridor. Entrepreneur Magazine found that the worth of small homes near freight rail lines decrease 5-7%. Ranching and agricultural properties are often bisected by rail lines and therefore are particularly affected by increased coal train traffic. The productive value of these properties is further diminished by damages to water supply caused by strip mining in the Powder River Basin. A new study examining Los Angeles neighborhoods supports the notion that home values decrease as nearby rail traffic increases.

Submission Number: ***MBTL-SEPA-DEIS-0000080***

Received: 5/5/2016 6:14:00 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am opposed to the MBT because as a person who lives on the Umatilla reservation I am concerned about its effects and on the impacts to tribal Treaty Rights, traditional use areas and the near and long-term health and sustainability of tribal First Foods. The EIS should also address how the federal government would be fulfilling it Trust Responsibility to the CTUIR and other Indian Tribes if a federal agency was to ultimately authorize this Project.

Submission Number: ***MBTL-SEPA-DEIS-0000120***

Received: 5/6/2016 7:12:03 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Ocean transport will cause increased emissions, collision risks, and near-shore effects from Longview, through the Columbia River estuary, and across the sea. Please study the effects of all of these on our planet.

Submission Number: ***MBTL-SEPA-DEIS-0000125***

Received: 5/7/2016 2:09:40 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The CTUIR has a treaty-secured "right of taking fish ... at all ... usual and accustomed stations" along the Columbia River and its tributaries. In order for this right to have any meaning, there must be fish to take, they must be healthy and sustainable, and access must be available. The Project will potentially negatively impact these sites and the fish that migrate past them. The additional trains may also adversely affect the ability of tribal members to access treaty reserved fishing sites along the Columbia River and other tributaries due to the increased danger at crossings. The EIS should assess these potential impacts. Fish are but one of the many tribal First Foods, and they all should be considered when weighing the effects of the Project.

Submission Number: ***MBTL-SEPA-DEIS-0000127***

Received: 5/7/2016 6:17:39 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

A recent study conducted by a Billings-based transportation consultant and released by the Western Organization of Resource Councils (WORC) outlines economic costs associated with rail system, road and infrastructure upgrades that would be required by proposed Powder River Basin / West Coast coal export projects. The study indicates that these costs, added to mitigation measures, could total in the billions and would likely be borne by state and local governments. The WORC report complements studies previously released by CommunityWise Bellingham on rail capacity, transportation and economic impact issues. Crosscut offers a concise overview of the situation in an article by Floyd McKay. Please investigate these costs to the taxpayer.

Submission Number: ***MBTL-SEPA-DEIS-0000240***

Received: 5/10/2016 5:39:09 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Be sure to include in the study- port construction and a huge scaling up of barge traffic and how it would harm crucial fish habitat. Burning more coal in Asia would drive global warming, ocean acidification, mercury deposition, and other crises that affect species like salmon and steelhead that help power the economies of Washington and Oregon.

Submission Number: ***MBTL-SEPA-DEIS-0000481***

Received: 5/18/2016 9:39:40 AM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please study decreased water quality from coal dust and increased mercury deposition from coal burning and wind-driven transport and its effects on marine life.

Submission Number: ***MBTL-SEPA-DEIS-0000486***

Received: 5/18/2016 5:24:45 PM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please study the effects of increased ocean acidity and mercury from coal burning in Asia. Our oceans are dying and climate change is exacerbating the problem.

Submission Number: ***MBTL-SEPA-DEIS-0000625***

Received: 5/20/2016 11:28:50 AM
Commenter: Sherwood Hake
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

“Coal from the Powder River Basin is known, under certain conditions, to be prone to self-ignition. Our Gorge fire departments are understaffed as it is and don’t have the expensive training, tools, and personnel needed to fight coal fires.” Laurent Picard, Hood River City Council member, 17-year veteran firefighter We can't afford to allow these coal trains through our region.

Submission Number: ***TRANS-LV-Q1-00046***

Received: 5/24/2016 12:00:00 AM
Commenter: Dave Hale
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Dave Hale. I'm a resident of Lewis County, Washington, and I'm acting as a private citizen here today. This is in regards to Millennium Bulk Terminal's EIS given at Cowlitz County Fairgrounds Expo Center. Thank you for the opportunity to comment on the proposed action and resulting DEIS. The general summary leaves much to be desired in the scope and conclusions of the study. Most of the conclusions drawn are in relation to areas either within the lease area or immediately adjacent to it. The environmental impacts to resources assumes no significant adverse impacts on every natural resource in the study. The mitigation measures purport to minimize impacts and assume in most part that there will always be some remaining impact. These impacts, when taken into account as cumulative and aggregate are additive and in addition to existing impacts to compromise resources. This is especially true for aquatic resources and fish. Therefore they should be considered significant and unavoidable. We have worked hard on recovery of salmon in the Columbia River Basin. The proposed action will have negative impacts to the basin from the upper eastern drainage areas in Idaho and Wyoming, along the BNSF rail routes, and now the proposed Union Pacific train route from the Uinta Basin to northern Utah and southern portions of Idaho, as well as the northern drainages in Oregon. The DEIS has not studied the areas outside of Washington State understandably. This doesn't mean an impact upstream of the state line will have no significant impact when taken cumulatively. There were tentative plans to barge coal down the Snake River. If dams on the Snake River are removed largely due to their cumulative impacts on salmon, this will assure that alternate routes by barge will not exist and the pressure to keep shipping coal by rail would be great enough that rail congestion, repair, and improvements may be compromised in the name of time and profit. This will only increase the chances of a spill of coal into communities and waterways in that area. Particularly troubling is the potential effect of coal on water quality. A comprehensive study of coal dust in the marine environment, referencing Ahrens and Morrisey 2005, raised concerns about lack of sufficient research on the bioavailability of the contaminants and pollutants in coal to aquatic organisms. Older studies indicated some potential problems with growth rate of trout and abrasion related mortality resulting from coal particles. Canadian government research found that coal dust altered genetic expression in juvenile salmon. Also, Canadian research found that coal in water was a source of acidity, salinity, trace metals, hydrocarbons, chemical oxygen demand, and macronutrients. This is from a study cited in Sightline 2013, March 20th. Washington Department of Natural Resources Research found that minerals in coal can react with seawater to produce localized ocean acidification. Metals in leachate samples from low sulfur Western U.S. coal exceeded Canadian water quality guidelines for protecting aquatic life. This is from, again, the Ahrens and Morrisey Study of 2005. This becomes particularly problematic when the coal trains travel through western parts of Oregon and Washington State during the rainy season. Studies also found that PAHs found in coal affect the growth of mussels and the growth of reproductivity of Chinook salmon. Surfactants have been known to react with the coal and facilitate quicker release of the pollutants in the coal Canadian Research and Washington Department of Natural Resource concerns. This may increase the release of heavy metals from the matrix of the coal especially when the coal is pulverized into powder during extraction, loading, transport, and transfer operations. In light of these concerns, I believe the risks to our natural aquatic resources and the economy associated with them are too great to allow this increase in transport and transfer of coal along the Columbia River. It doesn't fit with our efforts to reduce our state's carbon pollution of the atmosphere relative to global warming and climate change. We need to reduce impacts from energy extraction and transport as well as use no matter where it is ultimately used or burned. At the very least we should not be facilitating the use of coal as an energy source. Therefore I ask that the no-action alternative be the ultimate decision on the proposed Millennium Bulk Terminal permit. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000064***

Received: 5/3/2016 3:54:43 PM
Commenter: Larry Haler
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002684***

Received: 6/13/2016 1:03:14 PM
Commenter: James Hales
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: ***MBTL-SEPA-DEIS-0002686***

Received: 6/13/2016 1:04:40 PM
Commenter: Makala Hales
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: ***MBTL-SEPA-DEIS-0002628***

Received: 6/13/2016 11:44:03 AM
Commenter: Talmage Hales
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000802***

Received: 5/23/2016 4:58:09 PM
Commenter: Oliver Half
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed. Sincerely, Oliver Half longrope.ohalf@gmail.com 59022

Submission Number: ***MBTL-SEPA-DEIS-0003241***

Received: 6/13/2016 7:06:36 PM
Commenter: Craig Halko
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments. Sincerely, Craig Halko chalko@archcoal.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0001880***

Received: 6/2/2016 6:26:39 PM
Commenter: Austin Hall
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000109***

Received: 5/5/2016 9:57:24 PM
Commenter: Bonnie Hall
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

RECEIVED
MAY 27 2016

May 26, 2016

Millennium Bulk Terminals EIS,
c/o ICF International
710 Second Avenue Suite550
Seattle, WA 98104

Dear US Army Corps of Engineers, WA Dept. of Ecology and Cowlitz County:

We are writing this as concerned residents of Washington State. We live approximately 36 miles from Longview and we are in support of the "no action" alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS).

Millennium's proposed coal export terminal would not only harm Longview, it would take a toll on all the communities effected by the transportation and export of up to 60 million tons of coal a year. Sourcing the coal, as well as transporting and burning it, has a wide range of effects on health, global warming and the welfare of our community. The Longview community and those of us in the surrounding communities do not want to be burdened with the effects of coal dust on our health, additional train or truck traffic and the coal dust pollution of our water sources.

This is a serious decision and it will impact generations to come. Please consider the far reaching realities of creating this coal export terminal and support the "no action" alternative.

Thank you for your time.
Sincerely,

Jan Hall George Hall

George and Jan Hall

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☒ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

WE NEED TO INVEST IN CLEAN, SUSTAINABLE ENERGY, NOT COAL. COAL IS THE PAST. BURNING COAL IS CREATING MASSIVE AMOUNTS OF GREEN HOUSE GASES. WHETHER COAL IS BURNED IN THE US OR ASIA, THE DAMAGE IS THE SAME. COAL IS CHEAP ENERGY ONLY BECAUSE THE DAMAGE IT IS DOING IS NOT BEING PAID FOR NOW. FUTURE GENERATIONS WILL PAY THE PRICE. ALSO, IF WE WANT TO CREATE JOBS, WE SHOULD CREATE JOBS IN CLEAN, SUSTAINABLE ENERGY; JOBS THAT WILL BE AROUND GENERATIONS AFTER COAL JOBS ARE GONE.

Karen Hall

(comment continued)

(additional space is provided on the back)

Submission Number: ***MBTL-SEPA-DEIS-0003360***

Received: 6/13/2016 10:11:52 PM
Commenter: Kat Hall
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

To Whom It May Concern: I respectfully urge you to select the no-action alternative in the Millenium Bulk Terminals-Longview SEPA DEIS. I am concerned with the increase in vehicle delay and emergency response time at Spokane/north Idaho-area railroad crossings. More importantly, this facility, if built, will be one of the biggest greenhouse gas emitters in the state of Washington, increasing GHG emissions by 30%. It's time we move beyond coal to more sustainable and renewable energy sources. Thank you for the opportunity to comment. Sincerely, Kat Hall

Hall, Lori (0088)

Submission Number: ***MBTL-SEPA-DEIS-0000088***

Received: 5/5/2016 9:27:55 PM
Commenter: Lori Hall
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Thank you. Sincerely, Lori Hall

Submission Number: ***MBTL-SEPA-DEIS-0001888***

Received: 6/2/2016 7:53:23 PM
Commenter: Roberta Hall
Organization: Our Children's Trust
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Many religious groups have as core concepts protection of the earth. When I was a child it was called stewardship. I then was a Lutheran and it was taught, particularly at summer camp. But it made an impression--that was in the 1940s and 1950s. Now I am a Unitarian-Universalist but the core values are the same: concern for the earth, for living things, for peace, for justice. Either these mean something or they do not. To me they do. We must honor them. Allowing coal transport, and development of fossil fuels, in light of what we know now about the connectedness of the the earth to all of us --- would abrogate those values. When I was very young, between 1939, my birth-year, and 1945, the US was at war and there was NO question but that we would ration fuel, food, material goods such as clothing and cars -- we are in a similar situation now. NO question--we must live within our means.

Submission Number: ***MBTL-SEPA-DEIS-0001095***

Received: 5/24/2016 7:18:42 PM
Commenter: Bill Hallanger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0002400***

Received: 6/9/2016 6:12:10 PM
Commenter: Bill Hallanger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review. At present the only growth industry in Longview is welfare. We need jobs that produce something and Millennium besides creating jobs will clean up a very dirty industrial site.

Submission Number: ***MBTL-SEPA-DEIS-0000492***

Received: 5/18/2016 8:56:19 PM
Commenter: William Hallett
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
This is good for our economy, our country and the future and hopes of families earning a decent income. Opening these ports are critical to rebuilding America.

Submission Number: ***MBTL-SEPA-DEIS-0000210***

Received: 5/10/2016 4:52:21 PM
Commenter: Rachel Halme
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0001595***

Received: 5/31/2016 5:33:03 PM
Commenter: Larry Halsey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0001752***

Received: 6/2/2016 1:22:38 PM
Commenter: Marti Halverson
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
FULL SUPPORT of the bulk terminal in Cowlitz County.

Submission Number: ***TRANS-LV-M2-00068***

Received: 5/24/2016 12:00:00 AM
Commenter: Jo Halvorson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi, my name is Jo Halvorson (phonetic). I am concerned about the Hough Neighborhood close to the train tracks and next to the Fruit Valley neighborhood in Vancouver, Washington. I'm a mother of two daughters and an active member in the community.

I am opposed to the coal terminal because of the negative pollution effects on the people, and the ecology, and the economy. Many of the families who live in Fruit Valley speak English as a second language. They don't have medical insurance and health cost is very high.

It is not right that the people are forced to be exposed to the pollution because they don't have a choice. These increases the cycle of poverty. And our kids are going to suffer the consequences of the polluted air.

In my experience I have seen the effects of pollution in Salamanca, Mexico, which is one of the largest oil refineries in the world. I've seen over time the real impacts of pollution. It used to be very pretty, but then the sky turned black, people looked sick and tired, and gardens stopped growing.

Salamanca has a very high rate of respiratory diseases. Please, people cannot find jobs. Where people die from cancer is one of the risks -- when people die from cancer no one is responsible even if it is clear it is from the pollution.

I don't want to see the same thing here. I will appreciate your help and ask you to stop the construction of the coal terminal. No amount of money is going to pay for health in our community.

Thank you for your time and your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002126***

Received: 6/7/2016 5:19:21 PM
Commenter: Edward Hamilton
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000997***

Received: 5/24/2016 5:56:57 PM
Commenter: David Hamling
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough â€" now it is time to move forward with a fair process for permitting. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0000602***

Received: 5/19/2016 6:55:30 PM
Commenter: Lance Hammond
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Hannon, Daniel (0824)

Submission Number: ***MBTL-SEPA-DEIS-0000824***

Received: 5/24/2016 11:34:13 AM
Commenter: Daniel Hannon
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I have opposed the other efforts by the coal industry to find a port for their product in the Pacific Northwest, and I oppose the construction of a coal transfer facility in Longview as well. The problems remain the same: 1. This is inconsistent with the growing desire of many Americans to keep the fossil fuels in the ground so as to reduce the release of carbon into the atmosphere. 2. The dust and coal trash associated with the transport of coal through the Columbia Gorge would still be a serious issue. 3. Although the coal industry claims minimal environmental impact, I worry for the safety of the Columbia River and the survival of the salmon runs.

Submission Number: ***MBTL-SEPA-DEIS-0000882***

Received: 5/24/2016 4:46:33 PM
Commenter: Charles Hansen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied get on with it already. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0001717***

Received: 6/1/2016 2:02:56 AM
Commenter: Jan Hanson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Carbon should stay in the ground. Coal trains are too risky to endanger our community health and safety. Don't park the dead dinosaurs where they will pollute the planet and corrupt our struggling county. Don't allow the greed of a few short range thinkers to outweigh permanent global good. My grandchild deserves better.

Hanson, Mark (0095)

Submission Number: ***MBTL-SEPA-DEIS-0000095***

Received: 5/5/2016 9:33:42 PM
Commenter: Mark Hanson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â€" it's time to move this proposal forward! The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay. Sincerely, Mark Hanson C/o Transmarine Navigation

Submission Number: ***MBTL-SEPA-DEIS-0001016***

Received: 5/24/2016 6:07:45 PM
Commenter: Mark Hanson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0000773***

Received: 5/23/2016 2:13:32 PM
Commenter: Marsha Hanson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We’ve studied the project enough, now it is time to move forward with a fair process for permitting. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0001396***

Received: 5/26/2016 7:42:57 PM
Commenter: Ruby Hanson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0000174***

Received: 5/9/2016 2:27:56 PM
Commenter: Steve Hanson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001360***

Received: 5/26/2016 7:18:46 PM
Commenter: Colby Harber
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth. and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0002291***

Received: 6/9/2016 4:55:16 PM
Commenter: Rick Harbin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base. Sending clean coal from Montana, Wyoming and Colorado to Asia especially China will dramatically decrease the carbon footprint that now is occurring. Very simple way to positively impact the environment. Get cleaner fuel to those who will continue to burn coal. Cleaner air for our planet and a boost to the American economy. A win-win decision

Submission Number: ***MBTL-SEPA-DEIS-0002032***

Received: 6/6/2016 3:16:01 PM
Commenter: Larry Harbonic
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0000437***

Received: 5/17/2016 6:58:33 PM
Commenter: Donald Harders
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000212***

Received: 5/10/2016 4:53:31 PM
Commenter: Kelly Hardy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***TRANS-SPOKANE-M1-00068***

Received: 5/26/2016 12:00:00 AM
Commenter: Kelly Hardy
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. Thank you. I'm Kelly Hardy.

I grew up in Wyoming, the heart of the Uinta River Basin. I worked in the coal industry for 32 years. 400 million tons a year, about 80 loaded coal trains go out of the area every day. About 30 of those through Gillette, which is the area where I live. I can assure you that the county and the city are not covered in coal dust. You can go by the main line and wipe the side of a train and not get black stuff on your hand. I've been there and lived it. All of my family, from my brothers, my kids, and hopefully my grandkids can work there some day.

Coal has been good for Gillette. It's a clean, healthy, progressive city. Coal has been good for that community, and it would be good for yours too. I support Millennium. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000443***

Received: 5/17/2016 7:04:43 PM
Commenter: Deanna Harfield
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

May 20, 2016

Bourtai Hargrove
9822 Dempsey Ln. S.W.
Olympia, WA 98512

Millenium Bulk Terminals EIS
% ICF International
710 Second Ave., Suite 550
Seattle, WA 98104

Re: Comment on the DEIS for the proposed Millenium Bulk Terminals coal export terminal in Longview

To the co-lead agencies, Cowlitz County and the Washington State Department of Ecology:

My overriding concern, and the overriding concern of everyone reviewing new energy infrastructure proposals must be the long-term effect of the proposal on the crucial international efforts to hold global warming below 1.5 or 2 degrees Celsius, the threshold beyond which looms civilization-threatening climate disruption. In April, cumulative CO2 levels reached 407.42 parts per million as recorded at the Mauna Loa Observatory in Hawaii, a level not seen on earth since the Miocene epoch, 10 to 15 million years ago. And Co2 emissions continue to rise with frightening speed. We are on a trajectory to warm 4 to 6 degrees Celsius beyond pre-industrial levels by the end of the century. **We do not know if humans can survive a 6 degree C climate.** For years, Jim Hansen, the world's foremost climate scientist, has warned the we have a narrow window of opportunity to drastically reduce our use of fossil fuels and halt anthropogenic climate change before dangerous tipping points and feed-back loops take it beyond human control. Our time for action is running out.

Climate disruption is already scorching India, where the temperature reached 123.8 F in April, killing hundreds and destroying crops in at least 13 states. Climate disruption is fueling the massive Alberta wildfire that forced 90,000 people to evacuate their homes and is now spreading into Saskatchewan. In Africa 36 million people are on the verge of famine, due to climate-change

escalated drought, while in Australia 93 percent of the Great Barrier Reef has suffered heat-related coral bleaching and death. Climate disruption is accelerating the sixth great extinction of life on earth, an extinction which if it continues at the present rate, will eliminate half the plants and animals on our planet by the end of the century. We are facing the greatest threat to survival humans have ever faced. **"Because CO2 stays in the atmosphere for over a century, the only thing that matters in limiting temperature is cumulative emissions, the total concentration of greenhouse gases we dump into the atmosphere"** warns Kevin Anderson, climate advisor to the British government and former director of the Tyndall Energy Program. What would it take, Anderson asks, to target 2 degrees C realistically? "No carbon tax is going to do that. We won't get there through innovation or new technology, even if we spend a trillion a year for the next few years. The only conceivable way to produce that level of reductions," says Anderson," is a full-scale, all-hands-on deck mobilization, what William James called 'the moral equivalent of war.'"

The draft environmental impact statement for the Millenium Bulk Terminals finds that **life-cycle greenhouse gas emissions from the project are equivalent to over seven coal-fired power plants.** Table 47 at the Greenhouse Gas appendix is crucial. It provides a range of different scenarios and the impact of each. When coal prices are highest, it finds 27 million tons/year net CO2 emissions. Greenhouse gas emissions outside of Cowlitz County would be driven by coal combustion in Asia and the United States. Emissions vary across four coal market assessments (see Table 5.8-2.) Under the preferred 2015 Energy Policy scenario, the net annual emissions from the project would be 3.2 million metric tons of CO2e (CO2 equivalent.) **This is the equivalent of adding about 672, passenger cars on the road each year.** The total net emissions for the preferred 2015 Energy Policy scenario from 2018 to 2038 would be 37.6 million metric tons of CO2e. (DEIS at S-38).

Given these findings, it is unthinkable that the project will be permitted. **No mitigation is possible.** Although mitigation measures during construction and operation could reduce emissions slightly in Cowlitz County, they would have no effect on emissions from burning the coal in Asia and elsewhere. As the DEIS finds, the project would have "significant unavoidable impacts." Summary at S-2. The final EIS must conclude that all permits for the proposed Millenium Bulk Terminals project for Longview will be denied.

The decisions we make on fossil fuel infrastructure today will determine if our grandchildren and all future generations live in a hot, but still livable climate, or suffer unprecedented storms, sea-level rise, draughts, heat waves, food and water shortages, resource wars, desperate climate refugees, and the loosening of the bonds which hold civilization together.

All permits for the Millenium Bulk coal terminal planned for Longview must be denied.

With hope for a livable climate,

Bourtai Hargrove,
Bourtai31@gmail.com

Submission Number: ***TRANS-LV-Q2-00004***

Received: 5/24/2016 12:00:00 AM
Commenter: Bourtai Hargrove
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This is my comment on the DEIS for the proposed Millennium Bulk Terminal, the coal export terminal in Longview. My name is Bourtai Hargrove and I live in Olympia. My overriding concern and the overriding concern of everyone reviewing new energy infrastructure proposals must be the long-term effect of the proposal on the crucial and international efforts to hold global warming below 1.5 or two degrees Celsius, the threshold beyond which looms civilization-threatening climate disruption. In April, cumulative CO2 levels reached 407.42 parts per million as recorded at the Mauna Loa Observatory in Hawaii, a level not seen on earth since the Miocene epoch ten to 15 million years ago. And CO2 emissions continue to rise with frightening speed. We're on a trajectory to warm four to six degrees Celsius beyond pre-industrial levels by the end of the century. We do not know if humans can survive in such a climate. For years, Jim Hansen, the world's foremost climate scientist, has warned us we have a narrow window of opportunity to drastically reduce our use of fossil fuels and halt anthropogenic climate change before dangerous tipping points and feedback loops take the process beyond human control. The Draft EIS for the Millennium Bulk Terminals finds that life cycle greenhouse gas emissions from the project are equivalent to over seven coal-fired power plants. The total net emissions for the preferred 2015 energy policy scenario from 2018 to 2038 would be 37.6 million metric tons of CO2 equivalents. Given these findings, it is unthinkable that the project will be permitted. No mitigation is possible. Although mitigation measures during construction and operation could reduce emissions slightly in Cowlitz County, they would have no effect on emissions from burning the coal in Asia and elsewhere. As the DEIS finds the project would have significant, unavoidable impacts. The final EIS must conclude that all permits for the proposed Millennium Bulk Terminals project for Longview must be denied.

Submission Number: ***MBTL-SEPA-DEIS-0002721***

Received: 6/13/2016 1:40:38 PM
Commenter: Meredith Harker
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002722***

Received: 6/13/2016 1:41:55 PM
Commenter: Sam Harker
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0000397***

Received: 5/17/2016 6:15:41 PM
Commenter: Robert Harlan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0001693***

Received: 5/31/2016 6:52:34 PM
Commenter: Stephen Harlan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it’s time to let it. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0000305***

Received: 5/10/2016 7:40:03 PM
Commenter: Douglas Harmel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I've been following this issue, and am glad to have the chance to weigh in. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0002493***

Received: 6/10/2016 3:04:54 PM
Commenter: Rose Haroian
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support the terminal! I visited the site in April. The area is already industrialized. It's actually already a terminal that wants to expand. I can't see what harm expanding it would do. Build it!

Submission Number: ***MBTL-SEPA-DEIS-0003205***

Received: 6/13/2016 6:31:44 PM
Commenter: Allyson Harris
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you. Sincerely, Allyson Harris Allysonharris@msn.com 99337

TESTIMONY AT COAL TERMINAL HEARING
LONGVIEW WASH 24 MAY 2016

Madam/Mister Chair
I am Bill Harris. My permanent address is:
2803 NW Cumberland Rd.
Portland, OR 97210

Today we are considering the local and regional effects AND the PLANETARY effects of an immense coal transport operation.

We have extensive laws and regulations regarding local and regional threats to chronic human disease, environmental contamination, dangerous fire and explosion prevention, inconvenience in travel..... the list of such things is LONG. It is not simple; but is quite possible to make decisions that satisfy the present laws.

On the other hand,

We have widespread understanding that we are causing warming of our planet leading inevitaby to conditions in which our human species cannot survive. Although we have broad-based popular and governmental statements that global warming is dangerous and needs to be prevented BUT WE HAVE THUS FAR BEEN UNABLE TO PASS THE LAWS that can help us make the necessary changes. (The city of Portland is one exception in limiting new fossil fuel facilities)

We need to wait NO LONGER to begin the effort to reverse global warming . These choices need to be made by descretion by legally appointed and legally elected officials such as yourselves because of the clearly evident threat to the LONG TERM COMMON GOOD—THE SURVIVALOF THE HUMAN GENOME.

I request of each of you: PLEASE RECOMMEND AGAINST THIS TERMINAL.

Submission Number: ***MBTL-SEPA-DEIS-0000796***

Received: 5/23/2016 4:46:52 PM
Commenter: Bronwyn Harris
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The year 2016 is on track to become the warmest year yet. It is starkly obvious that global climate change is real and it will have huge impacts on every country on the planet. Now is NOT the time to invest in coal, oil or other fossil fuel infastructure or exploration or extraction. LEAVE IT IN THE GROUND. Let's please concentrate our efforts on green clean renewable energy technologies. This whole project is very short sighted and will economically help a few and it will hasten and ensure the catastrophe for the world. Thank you Bronwyn Harris

Submission Number: ***MBTL-SEPA-DEIS-0000795***

Received: 5/23/2016 4:44:45 PM
Commenter: Eddie Harris
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. This is an old industrial property being redeveloped. Keep the review to what is normal and factual. Sincerely, Eddie Harris eddieh75@hotmail.com 82604

Submission Number: ***MBTL-SEPA-DEIS-0000268***

Received: 5/10/2016 6:29:30 PM
Commenter: Jerald Harris
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We’ve studied the project enough â€" now it is time to move forward with a fair process for permitting. Thank you for your work to move forward with this project.

From: Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Sent: Thursday, May 19, 2016 10:40 AM
To: Pace, Erin
Subject: FW: Millennium Bulk Terminal Project

Comment for the record.

From: North, Teri (ECY)
Sent: Wednesday, May 18, 2016 1:56 PM
To: Toteff, Sally (ECY) <STOT461@ECY.WA.GOV>; Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Subject: FW: Millennium Bulk Terminal Project

From: m586264@aol.com [mailto:m586264@aol.com]
Sent: Wednesday, May 18, 2016 1:29 PM
To: Bellon, Maia (ECY) <maib461@ECY.WA.GOV>
Subject: Millennium Bulk Terminal Project

Dear Director Bellon:

Coal is a dying industry, but that hasn't stopped its special interests from attempting to turn the Pacific Northwest into one of the country's largest hubs for shipping this dirty antiquated product overseas.

There is overwhelming opposition to this short-sighted project. Also, the Millennium project's chief backer, Arch Coal just filed for bankruptcy this year.

The Millennium coal terminal would have major adverse impacts on the health and environment of the surrounding community via toxic coal dust, air pollution and water pollution. It would also be one of the biggest greenhouse gas emitters in Washington State, undermining efforts to combat climate change.

From environmental, wildlife and human standpoints, this project makes absolutely no sense.

Please stop the Millennium Bulk Terminal Project.

Thank you for your consideration on these matters.

Sincerely,
Mark Harris

Submission Number: ***MBTL-SEPA-DEIS-0001469***

Received: 5/30/2016 10:32:22 PM
Commenter: Natalie Harris
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My family depends on coal for income, heating, and keeping my bills lower.

Submission Number: ***TRANS-SPOKANE-M1-00057***

Received: 5/26/2016 12:00:00 AM
Commenter: Veronica Harris
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. My name is Veronica Harris. I'm from Rice, Washington.

I'm here to speak on behalf of the little children who are too little to be here and who are going to inherit this planet. We need to have a planet that they can live in. It makes no sense to say that we're not responsible if we send coal to Asia and what they do with it isn't our problem. It's not like they're going to put it back in the ground. They're going to burn it. The emissions are not going to stay in China or Asia. They're going to come over here too and affect our climate. We all know that the climate has definitely changed, and we've got to stop. We do need jobs but not jobs that will choke us to death. Thank you.

Millennium Draft EIS Public Hearing, 5/24/16

My name is Howard Harrison and I live in Redmond, WA. I'm a representative of Northlake Unitarian Universalist Church in Kirkland and I head our Green Sanctuary program there.

My father-in-law was a coal miner in Roslyn for a time. He saved this magazine from 1940 titled "Coal Age". World War II was underway and coal played a more critical role then. We are more knowledgeable now of the effects that burning coal has on our health and environment and we have clean alternatives to coal. Today is not a Coal Age. Today is a Climate Change Age and if we don't stop burning fossil fuels we will be taken back to before the Stone Age.

The DEIS acknowledges that climate pollution is a destructive end product of coal export. At 44 million tons per year the Millennium Bulk Terminal would be the biggest coal port in the country. It would increase Washington's total greenhouse gas emissions by 30%. This is totally unacceptable.

One of the principles of Unitarian Universalism is, "Respect for the interdependent web of all existence of which we are a part". The effects of this terminal would be the antithesis of that principle. Pope Francis's encyclical on climate change lays out in great detail the destruction we are causing to our earth – and our responsibility to do everything we can to stop it.

I urge you to choose the no action alternative and deny the Millennium Bulk Terminal's permit.

Submission Number: ***MBTL-SEPA-DEIS-0002048***

Received: 6/6/2016 7:44:40 PM
Commenter: Nancy Harrison
Organization: 350PDX, Community for Earth
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write to urge you to take 'NO Action' on this proposal. Not only would the terminal itself be very dangerous to the health of the local population, without providing any significant number of additional jobs for the region, but the entire supply chain of oil trains (a.k.a. 'bomb trains, as we've seen most recently in Mosier OR) would pose a significant threat to the health and safety of the region. The health dangers of coal dust are wide-ranging and include exposure to toxic heavy metals like mercury and increased rates of asthma, especially in children. Coal dust and diesel exhaust from coal trains and cargo ships can cause serious long-term health problems like lung and heart disease and would hurt our health and pollute our clean air and water. Exporting more coal would increase global warming pollution, resulting in more forest fires, more flooding and lost agriculture, forestry and fishery revenues. Instead, we should be moving toward clean energy alternatives. Thank you, Nancy Harrison

Submission Number: ***MBTL-SEPA-DEIS-0000157***

Received: 5/9/2016 1:37:47 PM
Commenter: Cody Harrod
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***TRANS-LV-M2-00052***

Received: 5/24/2016 12:00:00 AM
Commenter: Chris Hart
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. Thank you. My name is Chris Hart. I live at 115 Williams Avenue here in Kelso. I agree with what the last speaker was saying partly in that we do need jobs. We do need really good jobs in Cowlitz County.

Unfortunately, we don't have a lot of people filling out applications or building apartments here in Cowlitz County to bring real jobs here. What we have now is Millennium. It's what we have. And here in Cowlitz County we don't have really the leisure time to say, No, we don't want your work. We don't want this work or that work.

We want the jobs that are willing to come here now. And frankly, bussing in people from all over the place all over the region is just repugnant when you think that Cowlitz County families need to be working ASAP. They shouldn't be taking this long to fill out the permitting process.

They have already filled out everything they should. They bought the land -- leased it, they should be able to do what they want with it. If they're willing to pay living wage jobs, then we need to get those as soon as possible.

Just like down in Kalama with the gas plant, they bussed in people from not this area, not even this state saying, We can do better. If we can do better, we would be doing better. If we could do better, there would be people here filling out permits trying to get jobs in Cowlitz County.

So, thank you very much.

Submission Number: ***TRANS-SPOKANE-M1-00015***

Received: 5/26/2016 12:00:00 AM
Commenter: Corrine Hart
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Corrine Hart. I come from over 500 miles away in Billings, Montana to oppose the Millennium terminals.

I understand that an extra 16 coal trains are estimated to come through the rail lines per day as a result of these terminals, and the impact statement does not take into account the fact that while jobs will be created on either end in coal regions, in the terminal area, it doesn't take into account the fact that dozens upon dozens of communities that lie in between along those rail lines will receive no benefit from these, but we will suffer from the 16 extra coal trains a day that will come through.

Already we have, you know, waits for emergency vehicles who get stuck at these rail lines.

My ex-husband lives in an area where there are no underpasses or overpasses, and he has my little girl 50 percent of the time. If there were ever an emergency, an ambulance had to get there and there's a coal train coming through, the ambulance has to sit and wait. Sometimes an extra five or ten minutes can be the difference between life and death. So we are talking about creating situations for communities that are often low income. Those communities can't afford to build an overpass or underpass. This study does not take into account the fact that all of these communities will be affected, will not be able to mitigate these impacts and will suffer the consequences.

So I oppose this and ask that it not go forward. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001098***

Received: 5/24/2016 7:20:45 PM
Commenter: Larry Hart
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn’t have to be a choice of one over the other. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001147***

Received: 5/25/2016 11:16:15 AM
Commenter: Susan and Patrick Hartford
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

We are opposed to the proposed MBTL coal terminal in Longview, WA. It poses risks to our health and safety. There should not be coal trains traveling through the Columbia Gorge Scenic Area (or anywhere else) with risks of coal dust and derailment. We should be combatting climate change by keeping coal in the ground and using clean energy. Thanks for listening! Susan and Patrick Hartford Hood River, OR

Hartley, Ben (3128)

Submission Number: ***MBTL-SEPA-DEIS-0003128***

Received: 6/13/2016 5:51:36 PM
Commenter: Ben Hartley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. This is an old industrial property being redeveloped. please move forward to a final EIS. Sincerely, Ben Hartley Bhartley@foss 97103

Hartshorn, Vicki (2540)

Submission Number: ***MBTL-SEPA-DEIS-0002540***

Received: 6/11/2016 10:48:26 PM
Commenter: Vicki Hartshorn
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My husband and I are both coal miners, and we have other family members who are also, so our lives depend on coal. Help us stay employed and continue to be contributing citizens to our great country.

Submission Number: ***MBTL-SEPA-DEIS-0001780***

Received: 6/2/2016 5:00:56 PM
Commenter: Calvin Haskew
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. Thanks for considering my comments.

Hass, John (0526)

Submission Number: ***MBTL-SEPA-DEIS-0000526***

Received: 5/19/2016 5:29:51 PM
Commenter: John Hass
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it’s time for progress. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0003325***

Received: 6/13/2016 8:44:29 PM
Commenter: Claire Hastings
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002750***

Received: 6/13/2016 2:10:04 PM
Commenter: Warren Hastings
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-PASCO-M1-00057***

Received: 6/2/2016 12:00:00 AM
Commenter: Dan Hatch
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Dan Hatch and I'm a small local business owner here in the Tri-Cities. We employ 20 employees. We've been working alongside the BNSF for 17 years. I just ask that you approve this project. I think it will benefit everybody.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003231***

Received: 6/13/2016 7:02:12 PM
Commenter: Dylan Hatch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments. Sincerely, Dylan hatch Dylanphatch@gmail.com 99301

Submission Number: ***MBTL-SEPA-DEIS-0003109***

Received: 6/13/2016 5:42:29 PM
Commenter: Jason Hatch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible. Sincerely, Jason Hatch jhatch@gmail.com 99301

Submission Number: ***MBTL-SEPA-DEIS-0003102***

Received: 6/13/2016 5:39:41 PM
Commenter: Kimberly Hatch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay. Sincerely, Kimberly Hatch hatchkj.1@juno.com 99301

Submission Number: ***MBTL-SEPA-DEIS-0002711***

Received: 6/13/2016 1:33:19 PM
Commenter: Lawanda Hatch
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003288***

Received: 6/13/2016 7:54:58 PM
Commenter: Madisen Hatch
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002709***

Received: 6/13/2016 1:31:14 PM
Commenter: Mike Hatch
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***TRANS-SPOKANE-Q1-00002***

Received: 5/26/2016 12:00:00 AM
Commenter: Arthur Hathaway
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Arthur Hathaway. So I'm supposed to express my concerns about the train traffic through Cheney, where I live. And I live in what they describe as being within the blast zone, and so the railroads are about a block and a half from my house. And so if there's an accident, particularly with an oil train, I could be well involved in that. And so that's a concern.

I'm very aware of the trains going through Cheney because they pass so close to my house. The train traffic is very noisy and fortunately we have some good windows and doors. So before we got the new windows and doors, I mean, it was very noisy.

We have to keep the house pretty much closed up in the morning hours when the train traffic is the heaviest. And, of course, they blow their whistles, which is not as bad as it used to be because they made some corrections.

I'm concerned about the possibility of the trains interfering with the fire department that needs to get to a fire, which is on the other side of the tracks. And with these long trains -- and sometimes, you know, there are two trains going in opposite directions and it takes a little while for all these trains to pass.

I talked with the fire chief in Cheney and I asked him what his concerns were. He said, My concerns are that if we're delayed by train traffic, a structural fire doubles in size every 45 seconds. And that just really blew me away to hear that.

So it's a major concern, of course, for us there in Cheney. We haven't had any accidents yet. There's always the possibility of accidents. There was one derailment quite some time ago. Fortunately, it was on one of the side tracks. But the train traffic is a real problem.

I am concerned about building a transportation facility there in Longview, which is near Vancouver, because it will increase the train traffic. But what will happen with the oil and coal is that it will -- it's being shipped out of the country. It's being sold. A lot of it goes to China and foreign countries. The thing about this is that that gets burned -- the carbon gets burned and it comes back to us in the form of air pollution. And that gets to be pretty serious.

Now, it has, I believe, contributed, this air pollution, to climate change. I'm very, very concerned about climate change. I'm aware of climate change going on because I have watched climate change taking place over a number of years. A lot of people are not aware of this because the major temperature increases are taking place at higher elevations and at the poles. And so we have a situation where it's hard to convince people that they need to be aware of this and to take action on climate change.

I think it is much more serious than we are made to believe. And I am concerned -- and all of this, really -- I'm 83 years old. I've had a good life. I have four children that are grown, ten grandchildren, seven great-grandchildren. And I question whether they're going to have a good future. I question whether they will even survive what is happening because this climate change is happening so rapidly and a lot of it is irreversible.

And so I am concerned about future g s, which we don't seem to, you know, as a society, be all that concerned about. But that's what my concern is -- my chief concern. I think what is going on now is very short-sighted. It's all about making money and that needs to change.

Submission Number: ***MBTL-SEPA-DEIS-0001015***

Received: 5/24/2016 6:07:16 PM
Commenter: BOB HAUBER
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. Please reach out with any questions.

RECEIVED
MAY 10 2016

Gary W. Hawk



May 10, 2016

Washington Department of Ecology
Millennium Bulk Terminals EIS
c/o ICF International
710 Second Ave.
Suite 550 Seattle, WA 98104

Dear Department of Ecology:

Thank you for giving citizens an opportunity to participate in the democratic process by commenting on the Draft Environmental Impact Statement for the Millennium coal export terminal in Longview, Washington.

The DEIS is deficient for the following reasons:

- I was shocked to learn that though the coal will be mined in the Powder River Basin of Montana and Wyoming, the statement does not account for the impacts of such a project in Montana. Building this terminal could mean up to sixteen coal trains passing through Montana each day. Transporting coal in this manner will have deleterious effects on our air quality, public health, especially for children exposed to coal dust, and increase the likelihood of accidents with potentially devastating consequences for towns along the rails and our rivers. This kind of rail traffic will increase delays at rail crossings, potentially putting people at risk as they wait for emergency vehicles.

- Looking beyond the impacts in Montana, I am well aware of the air quality impacts for people in the Columbia River Basin. In 2014, I paddled my kayak from Skamokawa, Washington to Astoria, Oregon. There is no doubt in my mind that this area can be windy and will blow coal dust into the air at both the terminal where the coal will be piled and the route along the way. Furthermore, diesel fumes from train engines add to the public health costs as they contain benzene, a known carcinogen.

- The EIS is also deficient because it fails to account for the hidden costs of more mining, and the transportation and burning of coal on global climate change. In Montana our snow is melting earlier, causing impacts to both recreation and agriculture. The fires still burning near Fort McMurray serve as a warning to any of us of the impact of climate change on forests and nearby communities. Furthermore, it does not matter whether the coal is

5860 Kerr Drive Missoula, Montana 59803 (406) 251-8757

(MBT Comment, p. 2)

- burned in China or in the United States. The atmosphere does not recognize national boundaries. Wherever coal is burned to generate electricity it adds to the greenhouse gas effect with increasingly costly consequences for coastal and inland communities.

At a time when the market for coal is drying up, coal companies are going bankrupt, and China has pledged to eliminate imports within five years; at a time when investment analysts see the growth of renewable energy projects and are increasingly dubious about putting money into fossil fuel infrastructure; and taking into account the environmental and public health impacts along the entire rail route, there are no responsible reasons for building a coal export terminal in Longview, Washington. I urge the Department to take no action to approve the Millennium Bulk Terminal.

Sincerely,

Gary W. Hawk

Gary W. Hawk

Submission Number: ***MBTL-SEPA-DEIS-0001188***

Received: 5/25/2016 9:22:41 PM
Commenter: Ronald Hawk
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The DEIS does not provide decision makers with an accurate analysis of the financial and market barriers to this proposal. It does not state, as it should, that the coal terminal has a high likelihood of failure. For example, the consensus of investment banks and financial indicators is that domestic and global coal markets are in a state of collapse. The U.S. coal industry is rapidly losing market share for electricity generation within the U.S., where 200 coal-fired plants have been closed in recent years and plans to build 180 new plants have been dropped. The international coal market is oversupplied and global coal producers will continue to face unsustainable low prices and tight margins. J.P. Morgan concluded it is “no longer economical to export coal.” This will not change as China’s need for coal imports continues to diminish and India implements its new policy of decreasing its coal imports to zero. If Japan and South Korea go forward with controversial plans to increase their reliance on coal fired power plants, coal producers in Australia, Indonesia, Russia, South Africa and even perhaps China will easily meet the demand at lower prices than Millennium. Financially, the coal industry is in a free fall. Forty-two U.S. coal producers have declared bankruptcy since 2012, including Arch Coal. Millennium will likely not have the capital needed to build the terminal, unless the State of Wyoming makes a foolish $600 million investment. If they don’t, Millennium will be tying up valuable industrial land with a project that won’t have the financial backing to succeed. The broad consensus among investment houses is against investment in coal mines, coal ports, and the coal trade. It is a failure of the DEIS not to explain that the “export or die” strategy embarked upon by Millennium will likely fail.

Submission Number: ***MBTL-SEPA-DEIS-0002609***

Received: 6/13/2016 11:28:46 AM
Commenter: Harvey Hawken
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002156***

Received: 6/7/2016 6:42:55 PM
Commenter: Mary Hawkins
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0001048***

Received: 5/24/2016 6:37:35 PM
Commenter: Mike and Brenda Hayden
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***TRANS-SPOKANE-M1-00038***

Received: 5/26/2016 12:00:00 AM
Commenter: Corey Hayes
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi there. My name is Corey Hayes. I actually live in Colbert, Washington just north of here.

I'm testifying in support of this project. It's been a long drawn-out project, and we need to move it forward so it's not quite so lethargic.

I think the points have been proven that coal trains, that the rail industry built the England empire. Without it, who knows what would happen here. These rails have been in place and part of our industry here long before most of us were born, myself included.

When it comes to the end user, the Asian power plants that are going to use these tons of coal, Powder River Basin coal has been proven to be cleaner burning than what they're currently burning. We're not going to change the fact that they're burning coal. They're going to burn it, their plants are built. New clients are state of the art. Not facilitating this is basically cut our nose off to spite our face.

Let's capitalize on it, let's move forward. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003187***

Received: 6/13/2016 6:23:57 PM
Commenter: Monique Hayes
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002016***

Received: 6/6/2016 3:01:05 PM
Commenter: Steven Hayes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0001927***

Received: 6/5/2016 5:30:47 PM
Commenter: Allen Haygood
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This terminal would be good for the people of Washington, and the Nation. Coal is America's most abundant energy resource. It is energy that the world wants. Why not give it to them. The problems with dust from coal trains is mitigated by the cover sprays that are applied to trains. Coal trains roll through my town every day. I am not buried in coal dust like some would have us believe. There is noise associated with trains. I barely notice when a train blows its horn at the two crossings that are a block from my house. You get used to most noise in your area. Climate change is real. The climate has been changing since I can remember. We have had warm years. Cold years. Wet years. And dry years. Change is the only constant. Our world is always changing, and will continue to until the end of time. There is no good reason to stop this project from going forward. We all need the jobs, the energy, and the wealth that projects like this one provide. Thanks you. Allen Haygood

Submission Number: ***TRANS-SPOKANE-M2-00076***

Received: 5/26/2016 12:00:00 AM
Commenter: Eddie Hayman
Organization:
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 Eddie Hayman (phonetic), I live in Spokane.

One thing that I had, at least since I've been here, thought was about ocean acidification. That is doing an incredible amount of damage to the ocean and probably to our shellfish industry.

And also the warming of the ocean is drying different species. And the warming of the waters inland, last summer we had fish die-offs because it got so hot.

So I think a lot of job are being lost due to climate and increasing carbon dioxide. Like the Great Barrier Reef, it's pretty much (inaudible), and that's due to the warming of the water.

And another point that I haven't heard a whole lot about, it seems kind of strange, but we're basically sending energy to Asia in large part to manufacturer products that we used to make here.

The job issue is we've already sent those jobs, millions of jobs away for the benefit of the few. It's time to bring those jobs back and not to create 300 jobs while -- 300 permanent jobs to continue to send energy to where our products should not be made and should be made here. Thanks very much.

Submission Number: ***MBTL-SEPA-DEIS-0001235***

Received: 5/26/2016 6:10:04 PM
Commenter: LaResa Haynes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0000504***

Received: 5/19/2016 5:06:34 PM
Commenter: Darlene Hays
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0000502***

Received: 5/19/2016 5:04:26 PM
Commenter: Paul Hays
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0001665***

Received: 5/31/2016 6:28:43 PM
Commenter: Hayden Heaphy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn’t have to be a choice of one over the other. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0000946***

Received: 5/24/2016 5:24:29 PM
Commenter: Diane Heaps
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0003300***

Received: 6/13/2016 8:07:20 PM
Commenter: Sarah Hearting
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

HEATH, KIMBERLY (0327)

Submission Number: ***MBTL-SEPA-DEIS-0000327***

Received: 5/11/2016 2:19:33 AM
Commenter: KIMBERLY HEATH
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Heck, Kenda (2310)

Submission Number: ***MBTL-SEPA-DEIS-0002310***

Received: 6/9/2016 5:08:55 PM
Commenter: Kenda Heck
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0001311***

Received: 5/26/2016 6:56:53 PM
Commenter: Kelvin Hecker
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0000065***

Received: 5/3/2016 3:56:43 PM
Commenter: David Hedengren
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002699***

Received: 6/13/2016 1:21:47 PM
Commenter: Ryan Hedgecock
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Hedrick, Vickie (0304)

Submission Number: ***MBTL-SEPA-DEIS-0000304***

Received: 5/10/2016 7:39:10 PM
Commenter: Vickie Hedrick
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0002013***

Received: 6/6/2016 2:58:55 PM
Commenter: Bart Heerensperger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close â€" and move on to a permit decision. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0003179***

Received: 6/13/2016 6:20:01 PM
Commenter: Jeffrey Hefner
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. MBT has received a thorough and comprehensive draft EIS review, five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you. Sincerely, Jeffrey Hefner JHefner@archcoal.com 26354

RECEIVED
MAY 23 2016

1629 Queen Anne Ave. N.
#404
Seattle, WA 98109

May 20, 2016

MBTL SEPA DRAFT EIS c/o ICF International
710 2nd Avenue
Suite 550
Seattle 98104

To the members of the Washington State Dept. of Ecology and Cowlitz County who are responsible for the current phase of the Millennium DEIS,

I wish to say, at the risk of sounding overly dramatic, that you are in the position of making decisions that could mean horrendous consequences for thousands of people, or healthy alternatives for those same people, whose lives truly are in your hands at this time in our history.

As you consider the impact statement, please look first of all at an issue that doesn't seem to be mentioned, because, I suppose it isn't technically "environmental," but perhaps we should begin to include more ethical considerations! Millennium began its relationship with the community of Longview not with an insignificant little misstatement, but with a big intentional lie. Should Millennium be welcomed to the city now? For a promise of what? Perhaps 20 odd permanent jobs in the future? Does coal have a future? Should coal have a future?

So much of this issue needs to be examined in great depth. Take, for example, the effect of use and transport of coal upon HEALTH. The health of people is affected all the way from the Powder River in Montana and Wyoming to the Asian nations where it will probably be burned to... back to Washington, Oregon, California, British Columbia, where we will breathe in the putrid pollution. In Longview, of course, the people whose health will be most heavily affected by the toxic environment created by the plant itself and the incoming trains, will be those with the lowest incomes and least political clout, as always.

Please consider, too, that it is not only human health that is affected, but also plant and animal life on all the land and water along the way between Wyoming and Asia. And, too, there are also a great many commercial enterprises established along the coal routes, so you would be wise to think about this economic health in its entirety. We know the coal companies are busy looking out for their economic well being!

The DEIS as it exists now does not seem to make much mention of coal dust. Really? 500 lbs of coal dust per car on trains that have over 100 cars? Many trains each day? THAT HAS AN IMPACT! As do exhaust emissions from the trains themselves. As do

traffic problems in communities in which train tracks separate one part of the city from another.

The DEIS does, I see, acknowledge the potential for eleven additional rail accidents each year, plus one every year in Longview. Does this strike you as a statistic that presents a desirable projection into the future? How many lives need to be at risk before you become unwilling to sign off on something like this?

The over-arching issue, of course, is that we need to stop the burning of coal, not increase it! It seems as if the whole world is aware of the reality of climate change, its causes and its effects. The United States, dominated still by the greed of corporations, seems to be blind. We are on the brink of disaster. You have it in your power to stop one part of the madness. Please, please do so!

Sincerely,

Bonnie Hefty

Submission Number: ***MBTL-SEPA-DEIS-0000398***

Received: 5/17/2016 6:16:35 PM
Commenter: Rob Heimann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0000232***

Received: 5/10/2016 5:28:09 PM
Commenter: Crystal Heiner
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0000435***

Received: 5/17/2016 6:56:45 PM
Commenter: Gary and Pat Heinzle
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***TRANS-SPOKANE-M2-00011***

Received: 5/26/2016 12:00:00 AM
Commenter: Dave Helenius
Organization:
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 Dave Helenius (phonetic). I'm a wheat farmer in Eastern Washington. I spent 45 years before that as a researcher in geology, earth sciences, and I actually dealt with a problem that has to do with carbon dioxide and how it's sequestered naturally.

So the Co2 issue is this. People mistakenly conflict the Millennium Bulk Terminal with the environment. They mistakenly conflict the project with global warming, climate change, carbon dioxide, and coal and oil. But these are all emulated issues.

This is fact it's a fact that Co2 cannot cause climate change or warming of the planet. Co2 (inaudible) only in the eyes of Barack Obama and Al Gore and his company.

And by this conflation they expose the subject matter illiteracy that they hold. The air is not recognizing the world water vapor, as it is the greenhouse substance that is 2600 times more potent a detonator than carbon dioxide.

Washingtonians are smarter than this, and there is plenty of scientific fact and experts to support this.

First, more than 31,0 American scientists petitioned the president, including 9,000 with Ph.D.s, saying that eliminating greenhouse gas would inhibit mankind and advancement in science and technology.

It's first signer was physicist Edward Teller, founder of Lawrence Livermore Laboratory. And included there were 660 sign-ups from Washington state and 350 from Oregon.

Two: John Coleman, founder of the Weather Channel, the first meteorologist on Good Morning American, says there's no such thing as global warning.

Environmentalists realize this, too, they realize that Co2 is not doing its job, and that the temperature has not warmed for the last 16 years based on satellite records. So they changed the --

EVENT HOST: Thank you.

SPEAKER 11: -- to climate change.

EVENT HOST: You're welcome to leave your written comments for the record.

Submission Number: ***MBTL-SEPA-DEIS-0000249***

Received: 5/10/2016 5:59:58 PM
Commenter: Jeff Hellem
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0000765***

Received: 5/23/2016 2:08:42 PM
Commenter: Dwight Hellmers
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it’s time to let it. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0002676***

Received: 6/13/2016 12:55:24 PM
Commenter: Greg Hellyer
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Hemmingsen, Alan (3443)

RECEIVED
JUN 07 2016

06 June 2016

Millennium Bulk Terminals - Longview SEPA EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Dear Staff,

The DEIS analysis of the proposed Millennium Bulk Terminals (MBT) project reveals many negative outcomes associated with construction and operation of the facility, but the greatest long-term negative for us all is the emission of greenhouse gases. That analysis estimated that construction activities from 2018 to 2020 would result in 23,601 metric tons of carbon dioxide equivalent (CO2e), the same as adding about 5,000 cars to the road each year. Using a scenario that best represents current U.S. energy policy, the DEIS analysis found that operation of the coal export terminal would produce about 1.4 million metric tons of CO2e annually during early years, then about 2.5 million metric tons of CO2e annually under full operation. For construction and operations over a 20-year period, the study found the coal export terminal would result in about 37.6 million metric tons of greenhouse gas emissions.

The DEIS analysis then proposes the development of a greenhouse gas mitigation plan that would offset 50% of the increased CO2e from the proposed project. But what of the remaining 50%? As the study states, **"the proposed project's remaining projected contribution to greenhouse gas emission impacts, which are cumulative in nature, would still be significant and adverse."**

There is abundant scientific evidence that now is the time to reduce greenhouse gas emissions, not increase them. The proposed MBT project will conflict with emission reduction goals recently adopted by the state of Washington. Furthermore, in November 2015 the King County Superior Court found that Washington state has a "mandatory duty" to "preserve, protect, and enhance the air quality for the current and future generations". The presiding judge ordered the Department of Ecology to develop a science-based emissions reduction rule "by the end of 2016 and provide related recommendations to the 2017 legislature". If these reasons alone are insufficient to stop the MBT project, I suggest consideration of recent relevant information not available for the DEIS development.

On Dec.12, 2015, the 21st Conference of the Parties to the U.N. Framework Convention on Climate Change approved the Paris Agreement committing 195 nations, including the United States, to "holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C." The Paris Agreement commits the world to adopt nationally determined policies to limit greenhouse gas emissions in accordance with those goals. Those temperatures are now the milestones by which the world measures all progress toward slowing global warming. So it is reasonable to ask the question, where are we today on the path toward meeting the 1.5 or 2°C goals?

Scientists and statisticians from Climate Central found that the "the world will have to dramatically accelerate emissions reductions if it wants to meet those goals"[1]. Those analysts combined data from NASA and NOAA to create an 1881-1910 average temperature baseline, unlike the baselines used by these agencies. 1881 is the earliest

date for which global temperature data are considered reliable. Calculating a 30-year baseline closer to the pre-industrial era provides a useful measure of global temperature for policymakers and the public to better track how successful the world's efforts are in keeping global warming below agreed-upon thresholds. When recent temperature data reported by NASA and NOAA were compared to this "early-industrial" baseline reference period, "the average global temperature change for the first three months of 2016 was 1.48°C, essentially equaling the 1.5°C warming threshold agreed to by COP 21 negotiators in Paris last December." These results do not mean that the battle is already lost, but they do indicate how close to the agreed-upon goals we may be.

The Intergovernmental Panel on Climate Change AR5 Working Group 1 Report contains projections of future global surface temperature change according to several scenarios of future socio-economic development. Most of those scenarios are presented using a 30-year baseline of 1986-2005. The Climate Central study showed that the difference between the 1986-2005 global average temperature value and the 1881-1910 average value is 0.61°C, about half the planetary warming allowed by the lower agreed-upon goal of 1.5°C. This adjustment has a significant effect on the dates at which the 1.5 and 2°C thresholds are crossed, moving them up by about 15-20 years. **If current emissions trends continue we could cross the 1.5°C threshold in 10 to 15 years, somewhere between the years 2025-2030,** compared to 2045-2050 when a 1985-2005 baseline is used [1].

To help slow the advance of disastrous climate change effects, attention should focus on policies that deliver the greatest reduction in those emissions in the shortest possible time. As presented in a working paper from the Stockholm Environment Institute (SEI), current global policies to reduce fossil fuel demand "are not advancing at the pace needed". In order to "enable a smoother, more rapid transition to a low-carbon future, one option for the U.S. is to reduce or end the issuance and renewal of U.S. government leases for fossil fuel exploration and extraction on federal lands and offshore" (Erikson and Lazarus [2]). That SEI study found that restricting coal leases would cut annual emissions by 107 million tons, partially offset by 36 million tons of additional emissions from natural gas because of switching between fuels. Phasing out all fossil fuel leasing would add up to 100 million tons of emissions reductions in 2030, and probably more in later years, the study found. Other policies would be much less effective (see Erikson and Lazarus [2] for examples).

The SEI work builds on recent studies that project emission pathways toward the international goal of keeping warming below 2°C. Two such studies referred to by Erikson and Lazarus [2] "suggest that to be consistent with a 2°C goal, the U.S. would need to cut aggregate fossil fuel production by 40–44 percent from current levels by 2040". Greater reductions would be necessary to achieve the 1.5°C goal. Under the Clean Power Plan, energy production would grow 11 percent by 2040, which is clearly undesirable. "Avoiding dangerous climate change will require a rapid transition away from fossil fuels. By some estimates, a phase-out of global fossil fuel consumption and production – particularly coal and oil – will need to be nearly complete within 50 years. Our analysis finds that under such a policy, U.S. coal production would steadily decline, moving closer to a pathway consistent with a global 2°C temperature limit" states the SEI study.

The Obama Administration is considering changes to its coal leasing program in light of concerns about "whether the leasing and production of large quantities of coal... is consistent the Nation's goals to reduce greenhouse gas emissions" (BLM [3]). Forty percent of all coal extraction occurs on federal lands and waters (U.S. EIA [4]). A

decision to cease all new leases and non-producing lease renewals for fossil fuel production on federal lands and waters could leave 4 billion short tons of federal coal in the ground that otherwise would be combusted between now and 2040, equivalent to about 7 Gt of CO2 emissions.

If the MBT project were approved, a decision to end coal leases on federal lands would result in stranded infrastructure assets and unemployment for the 135 permanent new workers identified in the DEIS. Such a policy decision has not been considered in the DEIS analysis of the proposed MBT project. In light of the information presented here, continuation of the MBT project should absolutely be rejected. Consequently, I support the No-Action alternative presented in the DEIS.

Sincerely,



Alan Hemmingsen
916 NW 33rd St
Corvallis, OR 97330

REFERENCES

[1] Climate Central, April 20, 2016.
http://www.climatecentral.org/news/world-flirts-with-1.5C-threshold-20260.

[2] Erikson, P. and M. Lazarus. 2016. How would phasing out U.S. federal leases for fossil fuel extraction affect CO_2 emissions and 2C goals? Stockholm Environment Institute, Working Paper 2016-02.
Detailed paper: https://www.sei-international.org/mediamanager/documents/Publications/ Climate/SEI-WP-2016-US-fossilfuel-leases-climate.pdf
Summary form: https://www.sei-international.org/mediamanager/documents/Publications/Climate/SEI-PB-2016-US-fossilfuel-leases-climate.pdf

[3] BLM (2016). Notice of Intent to Prepare a Programmatic Environmental Impact Statement to Review the Federal Coal Program and to Conduct Public Scoping Meetings. 81 FR 17720,
Document No. 2016-07136. U.S. Department of the Interior, Bureau of Land Management,
Washington, DC. https://federalregister.gov/a/2016-07138.

[4] U.S. EIA (2015). Monthly energy Review, January 2015. U.S. Energy Information Administration, Washington, DC. http://www.eia.gov/totalenergy/data/monthly/.

Submission Number: ***MBTL-SEPA-DEIS-0002483***

Received: 6/10/2016 2:23:14 PM
Commenter: Tom Henaghan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***TRANS-PASCO-M1-00077***

Received: 6/2/2016 12:00:00 AM
Commenter: Mercedes Henderson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Mercedes Henderson (phonetic), and I live in Pasco, Washington. We need jobs. We can do this and meet all the environmental standards. We can do this together as a team instead of two different colored shirts. We can do better.

Let's stop all this wasted time and money on both parts, and let's get some jobs and tax money in all the towns, cities, and counties involved.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000026***

Received: 4/30/2016 10:26:04 PM
Commenter: Tiaunna Hendricks
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thank you for your work to move forward with this project. Sincerely, TiAunna Hendricks tiaunnahendricks@ymail.com 98632

Submission Number: ***MBTL-SEPA-DEIS-0000794***

Received: 5/23/2016 4:41:42 PM
Commenter: Carl Hendrickson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water and coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review. Sincerely, Carl Hendrickson carlatdms@yahoo.com 98626

Submission Number: ***MBTL-SEPA-DEIS-0000256***

Received: 5/10/2016 6:09:27 PM
Commenter: Dave Hendrickson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0002194***

Received: 6/7/2016 7:12:19 PM
Commenter: Derek Hendrickson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I greatly appreciate you considering my input

Submission Number: ***MBTL-SEPA-DEIS-0000118***

Received: 5/6/2016 6:44:30 PM
Commenter: Joel Hendrickson
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As a citizen of the State of Wyoming and a coal miner in the State of Montana I urge all of the stake holders to support the Millennium Bulk Terminal in Longview, Washington. The coal industry has gone above and beyond the call of duty to ensure full environmental compliance. The coal and railroad industry have and will continue to be major contributors to the Washington treasury as well as employment for Washington citizens. This project will provide long term stability to the economy of the Pacific Northwest.

Submission Number: ***MBTL-SEPA-DEIS-0001407***

Received: 5/26/2016 7:50:22 PM
Commenter: Kate Hendrickson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0002321***

Received: 6/9/2016 5:16:44 PM
Commenter: Larry Henman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0003200***

Received: 6/13/2016 6:29:05 PM
Commenter: Kendra Hennessey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, Kendra C Hennessey kendra.hen@gmail.com 99323

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [ ] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [ ] Greenhouse Gas
- [x] Climate Change
- [ ] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams / Rivers
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

My concerns are multiple, both local and more widespread:
1) The noise from the trains disturbs people's sleep. Increased trains will make this worse.
2) Other products are shipped by rail as well as people transported by Amtrak. Increased coal trains will harm perishable farm produce and interfere with passenger trains meeting their connections timely.
3) Coal dust comes off along the railbed and can contribute to degradation of the railbed, making derailments more likely.
4) Burning coal increases global warming and pollutes the air

(additional space is provided on the back)

(comment continued)

when it is burned in Asia, prevailing winds bring acid precipitation across the ocean to the Pacific NW. The UW has done studies to prove this at its Bothell campus. Acid precipitation damages our forests and our fishery.

5) A derailment could pollute waterways such as the Pend Oreille and Columbia. There have been derailments already in other parts of the US (e.g. Baltimore, Michigan, Alabama) so the possible costly damage is known. We do not want this to happen here.

6) Diesel fumes are a known carcinogen. The increased train traffic which this terminal would produce would raise the level of diesel particulates in downtown Spokane, where thousands of people live and work.

7) The railroad infrastructure we have is not designed or built to carry frequent heavy loads such as coal and oil shipment require. Some over/underpasses may well collapse under this overuse. There are more than one of these in the downtown Spokane area.

Thank you for giving people such as I the opportunity to state our views.

Marian Hennings
327 E. Broad Ave.
Spokane, WA 99207

Submission Number: ***MBTL-SEPA-DEIS-0003235***

Received: 6/13/2016 7:04:12 PM
Commenter: Staci Henry
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscores my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. Washington has long depended on trade and exports as a vital part of our economy, directly and indirectly creating 40 percent of all our state's jobs. Ushering in developments like Millennium Bulk Terminals - now thoroughly reviewed and vetted - will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0003309***

Received: 6/13/2016 8:18:13 PM
Commenter: Staci Henry
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***TRANS-LV-Q1-00058***

Received: 5/24/2016 12:00:00 AM
Commenter: Carolyn Hentz
Organization:
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 Carolyn Hentz (phonetic), and I'm a high school teacher in Portland, Oregon. We have no choice now. Climate change is happening now. If we don't take steps to reverse climate change, then there will be even more devastating impacts in the form of severe storms, droughts, and desertification. Mining, shipping, and burning coal takes us toward more harmful climate impacts. We cannot add to the damage of fossil fuels with this terminal. The only argument for the terminal is jobs, but we need to promote sustainable jobs such as jobs in the solar and wind power industry. We have to protect our community, the children in Longview, the health of our region, and the health and future of our planet. I urge no action. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003072***

Received: 6/13/2016 5:15:36 PM
Commenter: Matthew Hepner
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***TRANS-SPOKANE-M2-00041***

Received: 5/26/2016 12:00:00 AM
Commenter: Matthew Hepner
Organization: Executive Director of the Certified Electrical Workers
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 Matthew Hepner, and I'm the Executive Director of the Certified Electrical Workers of Washington state. And I live in East Wenatchee, Washington. And I'm here in support of the Millennium Bulk Terminal. And I'm here in support of it for practical reasons.

First of all, the Draft EIS, it checks out. It came out okay, it's neutral for Washington state.

Secondly, Washington state is an export-driven state. Four to ten jobs here revolve around exports. These are good jobs, family wage jobs, jobs which contribute meaningfully so we can fund things like education, ecology, and the parks system.

Now, this approval process has taken five years. That's ridiculous. This function like this threatens all of us in Washington state. Nobody will want to invest here in Washington if investors are continually attacked like this.

I'm an electrician, I drive an electric car, I am a huge advocate for green energy, and also I'm a big advocate for jobs.

When battery technologies, semi-conductor technologies, and green energy matures and they start mass producing and creating good 21st Century jobs, they're not going to be building here in Washington. And who can blame them. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000820***

Received: 5/24/2016 11:29:36 AM
Commenter: Emily Herbert
Organization: Community for Earth First Unitarian Church Portland
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Servants of the Public Interest, One year ago on May 24 2015 Pope Francis presented his Laudato Si on Care for Our Common Home in Rome. The Laudato Si affected me profoundly although I am not a Roman Catholic. I remind you of some of the contents: "St Francis of Assisi reminds us that our common home is like a sister with whom we share our life and a beautiful mother who opens her arms to embrace us. This sister now cries out to us because of the harm we have inflicted on her by our irresponsible use and abuse of the goods with which God has endowed her. We have come to see ourselves as her lords and masters, entitled to plunder her at will." This must stop. I share with you the entire text of Pope Francis's "A PRAYER FOR THE EARTH" "All-powerful God, you are present in the whole universe and in the smallest of your creatures. You embrace with your tenderness all that exists. Pour out upon us the power of your love, that we may protect life and beauty. Fill us with peace, that we may live as brothers and sisters, harming no one. Bring healing to our lives, that we may protect the world and not prey upon it, that we may sow beauty, not pollution and destruction. Touch the hearts of those who look only for gain at the expense of the poor and the earth. Teach us to discover the worth of each thing, to be filled with awe and contemplation, to recognize that we are profoundly united with every creature as we journey toward your infinite light. We thank you for being with us each day. Encourage us, we pray in our struggle for justice, love and peace" As you take in these words, this prayer, you will act to protect creation and vote to halt all activities that harm earth... as this project is destined to do.

Submission Number: ***MBTL-SEPA-DEIS-0003422***

Received: 6/14/2016 2:54:01 AM
Commenter: Jack Herbert
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This proposal is for a terminal and resulting excavation, handling, transport, storage, and use of coal that will harm us every step of the way. The only apparent good is jobs for some, but 1 some will be harmful to the employees' health, so they will be harmful jobs and 2 we can get more jobs, much better, healthful jobs, doing constructive work by using the land and resources for beneficial work will give more people jobs. Automation will minimize jobs. No contract ensures 1,000s of high-paid jobs. Save the land for shipping useful products will provide more jobs with the same land, protect our environment, and can bring us beneficial commerce instead of destructive pollution and driving our future die-offs by global warming. The DEIS is inaccurate and therefore invalid. Surfactants Surfactants have been shown not to be effective over long trips much shorter than these. The DEIS falsely assumes the surfactants will prevent dust, ignoring the evidence. We have suffered too much from coal dust that regulators have allowed. We need responsible government that does its job and protects us from harm. So do it, fix the DEIS or reject it, and reject this terminal. Surfactants are usually toxic, degrading local environments, unidentified and unregulated, uncontrolled by us. Coal Dust and Coal Towns The DEIS is dishonest: Our communities all along the way will suffer much more. Don't sell us out to enrich profiteers. The dust and the spills will come, will degrade air, soil, and water quality, habitats and lives of local fish and wildlife AND OUR LIVES. We are entitled to clean, healthy living conditions and freedom from hazardous cargoes. The Columbia River National Scenic Area was set up to protect the river area, so you must reject all hazardous, polluting cargo going through the Gorge. Areas that handle coal are blighted with coal dust, places no one wants to live in. You are required to protect us from such blight, disease, and death. Noise and Prevention of Crossing Tracks The DEIS fails to tell the truth. Loud and ongoing noise damages our health and shuts us down psychologically. Both are awful, much more important than few jobs. None of us wants to live with frequent train noise or the noise of dumping the car loads of coal. So you must protect everyone along the long route of the trains and near the unloading from such ruin personally and of our communities. Diesel Exhaust Pollution: Worst Air Toxic The Oregon DEQ used information and modeling according to EPA standards to evaluate health damage from air toxics in Oregon. They found most cancer deaths from air toxics are from diesel exhaust, much more than from all the rest together. Many more train cars will require that much more diesel burned and diesel exhaust. Neither the EPA nor states inspect and test diesel locomotives in use much, nor do they enforce decent limits on diesel emissions and their concentrations in ambient air. Our vehicles and some of our industries? Yes. Rail traffic? No. GLOBAL WARMING Research showed that we need to leave now over 80% of available fossil fuels unburned for any hope of hitting the 2 degrees C global temperature rise that would be unacceptably disastrous. The International Energy Agency said in 2012 that we must not build ANY new fossil-fuel infrastructure anywhere after 2017 (or earlier, since warming exceeded predictions since 2012) to hope to meet 2 C. They also said Greenhouse Gas Emissions must peak and fall rapidly between 2017 and 2022. Did the DEIS deal with this honestly? No. You must. You must reject all fossil fuel infrastructure increases. Your job is to give us the best future possible and protect us from disaster, so you must continue the work of rejecting these exports that will annihilate us and their harm by rail. Around the US and the world we are saying no. Join.

Submission Number: ***TRANS-LV-M1-00024***

Received: 5/24/2016 12:00:00 AM
Commenter: Josh Herder
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi. I'm Josh Herder. I reside here in Longview. Few days go by in life without coming face to face with uninvited yet unavoidable decisions. Often quick, immediate and sudden, often with no counsel, no studies, no advice. This is not one of those times. We've heard from doctors, ranchers, and professionals advising us against the terminal. We have a study regarding the impact on the many things, including our rail system, and in response we've heard from those that are financially interested and employees of the terminal. Let's be generous and say that the terminal will create 250 solid jobs for Longview. That sounds like a benefit but consider the cost. Millennium Bulk has promised that they will generate 43 million dollars in tax revenue. And we know, based on the Draft EIS, that upgrades to Longview rail system would be warranted based on the new traffic from the 16-mile-plus-long trains generated by the project. Who pays for that? I think we all know the answer. You and I live here, and I will always strive to be on the upside of any major project that comes to our ports or doorsteps. Thank you.

Hermann, Carol (3714)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental I

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☒ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☒ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The only folks who will profit from more coal mining & exports are coal mine owners. The price of coal is down and will continue to decrease, in the meantime our air will become dirtier and our families sicker. Coal owners will go bankrupt and all the clean up will become a tax payer dilema. Coal mine owners will pay nothing. We are doomed, our 200 years as a great nation is over.

(comment continued) *(additional space is provided on the back)*

Carol Hermann Washington tax payer & registered voter!

Matt Hermen
1719 22nd Ave.
Longview, WA 98632

Millennium Bulk Terminals EIS
c/o ICF International
710 Second Avenue
Suite 550
Seattle, WA 98104

June 6, 2016

Cowlitz County Board of Commissioners and State of Washington officials,

Thank you for the opportunity to comment on Millennium Bulk Terminal's proposed coal export facility located in Cowlitz County jurisdiction, along the Columbia River. Please find the comments regarding mitigating the impacts of the proposed terminal, as part of the SEPA process required by the site permit.

Commenting on a Draft Environmental Impact Statement is generally intended to refine the document for processing it to a final version. Therefore comments are most productive when focusing the content toward methodology, findings and proposed measures; that ultimately enlighten the final. However, the most important reason for commenting on the DEIS is to establish standing to file an appeal petition with the Growth Management Hearings Board (GMHB) under WAC 242-03-200. While Cowlitz County is considered a "partially planning county" under the Growth Management Act (GMA), the County is required to comply with the GMA on matters related to critical areas. Applications required by SEPA, including the EIS for Millennium Bulk Terminals, are subject to review by the GMHB upon appeal.

The following table details the County's authority to deny the proposal by listing the inherent conflicts between the County's adopted policies, per Cowlitz County Code 19.11.110 (Substantive authority), with the unavoidable impacts listed in the April 29, 2016 Millennium Bulk Terminal's DEIS:

Cowlitz County Code 19.11.110	**DEIS**
1. Cowlitz County shall use all practicable means, consistent with other essential considerations of state policy, to improve and coordinate plans, functions, programs and resources to the end that the state and its citizens may:	
a. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;	Section S.7.9 (Page S-43): Implementation of the Proposed Action would result in increased greenhouse gas pollution. Greenhouse gas emissions attributable to the Proposed Action would occur from construction, operation, transportation and changes in coal and natural gas usage. The greenhouse gas emissions attributable to the Proposed Action would be reduced but not entirely eliminated by implementing the proposed mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. The Proposed Action's remaining projected increase in greenhouse gas emissions

	would still be significant and adverse under the greenhouse gas emission intensity considerations used for the analysis.
b. Assure for all people of Cowlitz County safe, healthful, productive, and aesthetically and culturally pleasing surroundings;	Section S.7.1 (Page S-41): Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 trips per day related to the Proposed Action would expose noise–sensitive receptors to moderate and severe noise impacts per applicable criteria. These noise impacts would occur in areas with minority and low-income populations; therefore, the Proposed Action would have a disproportionately high and adverse effect on minority and low-income populations. If the mitigation measure to implement a Quiet Zone is approved, it would eliminate the need for trains related to the Proposed Action to sound horns as they approach the at-grade crossings, and it would eliminate the potential disproportionately high and adverse effect on minority and low-income populations. However, without approval and implementation of a Quiet Zone, the Proposed Action's disproportionately high and adverse effect on minority and low-income populations would be unavoidable.
c. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;	Section S.7.6 (Page S-42): Vehicle delay would occur in Cowlitz County if trains related to the Proposed Action travel during peak travel times at six at-grade crossings on the Reynolds Lead without planned track improvements to the Reynolds Lead and BNSF Spur, four crossings on the Reynolds Lead and BNSF Spur with planned improvements to the Reynolds Lead and BNSF Spur, and two crossings on the BNSF main line in Cowlitz County. Vehicle delay could affect emergency service providers. The Proposed Action would also result in a significant and adverse impact related to vehicle safety at the 3rd Avenue crossing of the Reynolds Lead. While improvements for rail and road infrastructure have been proposed, it is unknown when these actions would be permitted and implemented. Therefore, the Proposed Action at full operations in 2028 could result in unavoidable and significant adverse impacts on vehicle transportation in Cowlitz County.
d. Preserve important historic, cultural, and natural aspects of our national heritage;	Section S.7.3 (Page S-41): Activities related to the Proposed Action would cause physical or behavioral responses in fish or affect aquatic habitat in the Columbia River. These impacts could reduce the number of fish surviving to adulthood and returning to areas upstream of Bonneville Dam, thereby affecting the number of fish available for harvest by the tribes. Trains related to the Proposed Action would travel through areas adjacent to and within the usual and accustomed fishing areas of Native American Tribes and could restrict access to tribal fishing areas in the Columbia River. Because other factors besides rail operations affect fishing opportunities, such as the number of fishers, fish distribution, timing, and duration of fish migration periods and seasons, the extent to which rail operations related to the Proposed Action would affect tribal fishing is difficult to quantify. Making a determination of significance related to treaty reserved rights related to traditional fishing sites on the Columbia River is not determined in this SEPA Draft EIS. Section S.7.2 (Page 41): Demolition of the Reynolds Metals Reduction Plant Historic District is an unavoidable and significant adverse environmental impact. The Memorandum of Agreement is currently being negotiated among the Corps, Cowlitz County, DAHP, City of Longview, BPA, National Park Service,

	potentially affected Native American tribes, and the Applicant. The Memorandum ***may*** resolve this impact in compliance with Section 106 of the National Historic Preservation Act of 1966.
g. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.	Section S.7.9 (Page S-43): Implementation of the Proposed Action would result in increased greenhouse gas pollution. Greenhouse gas emissions attributable to the Proposed Action would occur from construction, operation, transportation and changes in coal and natural gas usage. The greenhouse gas emissions attributable to the Proposed Action would be reduced but not entirely eliminated by implementing the proposed mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. The Proposed Action's remaining projected increase in greenhouse gas emissions would still be significant and adverse under the greenhouse gas emission intensity considerations used for the analysis.
2. Cowlitz County recognizes that each person has a fundamental and inalienable right to a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.	Section S.7.1 (Page S-41): Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 trips per day related to the Proposed Action would expose noise–sensitive receptors to moderate and severe noise impacts per applicable criteria. These noise impacts would occur in areas with minority and low-income populations; therefore, the Proposed Action would have a disproportionately high and adverse effect on minority and low-income populations. If the mitigation measure to implement a Quiet Zone is approved, it would eliminate the need for trains related to the Proposed Action to sound horns as they approach the at-grade crossings, and it would eliminate the potential disproportionately high and adverse effect on minority and low-income populations. However, without approval and implementation of a Quiet Zone, the Proposed Action's disproportionately high and adverse effect on minority and low-income populations would be unavoidable.
4(b). Noise Control. Inadequately controlled noise may adversely affect the health, safety and welfare of the public, the value of property and the quality of the environment. Cowlitz County may condition or deny proposals in order to reduce or prevent such adverse impacts. Mitigation measures may include, but are not limited to, requiring compliance with the standards of Chapter 70.107 RCW and with any regulations thereunder, including Chapter 173-60 WAC.	Section S.7.8 (Page S-42): Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 additional daily train trips related to Proposed Action would expose noise–sensitive receptors to moderate and severe noise impacts per applicable criteria. These increases could occur near four public at-grade crossings on the Reynolds Lead. These noise impacts would be from train horn noise that is intended for public safety. Railroad noise is exempt from Washington State and local noise limits; however, it is possible for communities to work with the Federal Railroad Administration to apply for and implement a Quiet Zone to limit train horn sounding. The Applicant could work with the City of Longview, Cowlitz County, Longview Switching Company, the affected community, and other applicable parties to apply for and implement, if approved, a Quiet Zone. However, if a Quiet Zone is not implemented and train horns related to the Proposed Action are sounded for safety at the four grade crossings, then the potential for exposure to severe noise increases at these grade crossings would remain and would be an unavoidable and significant adverse environmental impact.
4(g). Safety. Many proposals have the potential to create safety hazards. Examples include the storage of chemicals at an industrial site, a sharp curve, a deep hole created by surface mining, etc. Cowlitz County may condition or deny proposals in order to reduce or prevent such adverse impacts. Mitigation	Section S.7.4 (Page S-41): Without improvements to increase capacity, the Reynolds Lead; BNSF Spur; and three segments of the BNSF main line routes in Washington State (Idaho/Washington State Line–Spokane, Spokane– Pasco, and Pasco–Vancouver) are not

measures may include, but are not limited to, requiring installation of protective coverings, fences, guardrails, etc.	projected to have the capacity to handle baseline rail traffic and Proposed Action-related rail traffic in 2028. BNSF could address capacity issues with capital improvements or operational changes, but it is unknown when these actions would be taken or permitted. Therefore, with existing infrastructure and using the methods to identify projected rail traffic in 2028, the Proposed Action could result in an unavoidable and significant adverse environmental impact on rail transportation. Section S.7.5 (Page S-42): Trains related to the Proposed Action could increase the number of potential train accidents along the rail routes in Cowlitz County and Washington State. BNSF and UP could address safety issues as they emerge using capital improvements or operational changes, but it is unknown when those actions would be taken or permitted. Therefore, the Proposed Action could result in a significant adverse environmental impact on rail safety in Cowlitz County and Washington State.

The Cowlitz County policies, as they relate to SEPA, were specifically put in place to provide you context and remind you of the paramount decision making your actions have on our community. I strongly urge you to be reminded of this historically significant proposal in front of you. Your term as commissioner or public official will be short relative to the impacts of this proposal. Will your decision make you proud 20 years later?

Thank you for considering my comments.

Sincerely,

Matt Hermen

Submission Number: ***TRANS-LV-Q3-00033***

Received: 5/24/2016 12:00:00 AM
Commenter: Jessica Hernstadt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Jessica Hernstadt. And I have pretty much completed my degree in chemistry, with an emphasis on environmental chemistry. And when we moved here, which was -- I've been here for five years, but my family followed me.

Anyway, when we moved here I borrowed a particulate meter which counts particulates by their size gradation. And in doing so I had done some research on the effects of different size particulates. And I went around near the various highways and was like, okay, this house is too close to this highway. The air that we breathe is not filterable for the vast majority of people, and it's not filterable for us unless for some reason you manage to, you know, have a whole house air filtration system that has HEPA filters and thousands and thousands of dollars.

And the damages by these particulates in and of themselves, not counting, you know, the chemicals which are hooked onto to them but simply the size of the particulates is an intensive cumulative damage.

Every single breath someone takes of a super ultra fine particulate laid in the air is doing them damage. There is no minimal safe level. The guidelines are just, you know, is this really likely to seriously increase your risks over the next, say, the next 40 years or so.

But there is no minimal safe level. Every breath does harm. And the introduction of this coal terminal and the rail lines will significantly increase particulate exposure for populations along the entire route, and that is kind of an unconscionable level of harm to do to these communities and future generations.

On the other side of the particulates is what they're made of and the resultant having metal pollution, which is not just accumulative but bioaccumulative. So as it gets into the ground and runs into the rivers and goes into the fish and all of the animals in there, it concentrates as we go up the food chain to the higher predators, including salmon and including humans.

And this is the most generational effect, where once we have, say, mercury, lead, and arsenic in our bodies, we will pass it on to our children, who are both passing it back into the system through human waste fertilization procedures that can be utilized, and through that -- right up through the food chain itself, but also they're inheriting pollution and concealing it from the resources of the region. This is not a long-term damage but this is a short-term gain -- I mean, this is not a short-term damage but it is a short-term gain.

So that need to be taken into consideration, and not just this plan but all future plans. This is an obsolete technology.

Submission Number: ***TRANS-LV-Q3-00034***

Received: 5/24/2016 12:00:00 AM
Commenter: Kayla Hernstadt
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Kayla Hernstadt. And I live in Camas, Washington, and I often bike along the Columbia River to Vancouver, and up the other direction as far as I can go. And the bike trails, and also roads that are connected to the different bike trails, because it isn't continuous, follow directly along the rail tracks as well.

And there are a lot of hills. And when you're exercising that much and inhaling, breathing that intensively, breathing all those particulates have an even stronger effect. And I'm trying to do nice exercise, out by the water in a beautiful area, that would be ruined. I won't be able to do if, like, there are 16 trains per day. And, yeah, it just would not be pleasant anymore.

So that's no to the rail terminal.

Submission Number: ***TRANS-LV-Q3-00032***

Received: 5/24/2016 12:00:00 AM
Commenter: Liane Hernstadt
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Liane Hernstadt, L-I-A-N-E, H-E-R-N-S-T-A-D-T, and I live in Camas, Washington, right close to the railway tracks. And this will affect our community very much, having 16 new trains a day, the massive increase of coal dust in the air full of toxic lead, mercury, and arsenic and other really bad toxins, the effect of the trains blocking level crossing in my area. Not just for people who live on the other side of the crossings but for people who want to actually go to the Columbia River. It won't be possible much of the day.

And I worry about the people, my neighbors who live on the other side of the tracks who may need emergency services, who may even want to shop and not be able to get across the track for possibly hours at a time.

I work right next to the railway line in Portland, and I have had to sit there and wait for an hour or more for trains that are stopped on the tracks. And we don't have as many trains going through there as we're going to have right where I live.

I'm also really concerned that the beautiful grapes I grow in my yard, the apples I grow, that they're going to be covered with arsenic, lead, and mercury, and other toxins from the coal dust. That the water we drink is going to be polluted with it as it works its way into the aquifers. That the Columbia River is going to be full of it. This is a really terrible idea.

I also am concerned about Los Angeles, New York, all of our coastal communities around the world because of climate change. We've lost three quarters of the floating summer sea ice in the arctic in only 30 years. And not only are the polar bears going to have suffered, but my brother already lost half of his apartment because of sanding. And this is only going to get worse, not better, unless we stop burning fossil fuels and keep the coal in the ground.

This is a really short-sided terrible plan, and I want them to say no to this coal terminal.

Herr, Tim (2113)

Submission Number: ***MBTL-SEPA-DEIS-0002113***

Received: 6/7/2016 5:10:03 PM
Commenter: Tim Herr
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for manyâ€"let's makes it happen. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold’s site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON’T have Millennium fully operational. I’ll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0001689***

Received: 5/31/2016 6:50:11 PM
Commenter: Sarel Herrera
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0001192***

Received: 5/26/2016 12:45:40 AM
Commenter: James Herrick
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I work with NASA Research and Development on new energy sources. I am the one who sent them formulas for fusion Technology that was found successful in lab research. I think if we adapted railcars that are covered and terminal dispatch of tonloads that is 'hermeticaly sealed' we could save aton of coal dust that is lost OTW to dispatch and even use it to make charcoal briquet production near the terminal. This would create a few jobs and cut pollution additionally. OI have emailed the White House with some details and hope our job market is affected by finality there. Thank you folkes. Have a nice day. James Patrick Herrick

Submission Number: ***MBTL-SEPA-DEIS-0001401***

Received: 5/26/2016 7:46:55 PM
Commenter: Andrew Hettinger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001852***

Received: 6/2/2016 6:02:42 PM
Commenter: Doreen Heuck
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0001503***

Received: 5/31/2016 2:20:40 PM
Commenter: Sean Heuer
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Media coverage would have us believe that transporting coal by rail through our state is unprecedentedâ€"it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thank you for listening. Sincerely, Sean Heuer heuer2330@yahoo.com 98626

Submission Number: ***MBTL-SEPA-DEIS-0001794***

Received: 6/2/2016 5:11:10 PM
Commenter: Steve Heward
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium’s proposal is unprecedented and has far reaching economic implications. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0000442***

Received: 5/17/2016 7:03:17 PM
Commenter: Ty Hiatt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, "let's makes it happen. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001156***

Received: 5/25/2016 12:31:29 PM
Commenter: Jolly Hibbits
Organization: Egret Flats Farm
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please deny the request for a coal train and its attendant facilities in Longview. Too much coal dust, air pollution, etc.,in a very sensitive area, the Columbia Gorge. We need to address global warming, and approving this plan would be many steps backward. Think about the future, please and not ok ideas that are from the past. Have you ever heard John Prine's song called "Paradise" with the words about Mr. Peabody's coal train? If you haven't you should listen, easy to find on you tube.

Submission Number: ***MBTL-SEPA-DEIS-0000917***

Received: 5/24/2016 5:10:29 PM
Commenter: Charles Hicks
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0001533***

Received: 5/31/2016 4:51:56 PM
Commenter: Debra Higbee-Sudyka
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Representative, Please reject the Millennium Bulk Terminals Longview (MBTL) proposal for the following reasons: Climate change is real therefore, we need to stop using fossil fuels, such as coal, in order to transition to a low-carbon future. This proposed terminal will add to climate disruption and get in the way of a future where alternative energy, conservation, and other important ways that prevent carbon from polluting our atmosphere. Further, the impacts to Oregonians and Oregon communities from increased coal train traffic are a problem – and these impacts will go far beyond "inconveniences." The MBTL facility is only one part (albeit a major part) of an overall plan by coal and rail corporations. Based on PRB coal company projections, coal export will amount to at least 75 million tons of coal and as much as 170 million tons each year through Oregon. Coal trains (today) are 120–125 cars long, and each car holds 115 tons of coal. [NOTE: Coal trains are transitioning to 150 cars in length.] At the lower level of coal exports studied in the report, Oregon would likely see at least 30 more coal trains each day (15 loaded going west and 15 empty returning to the coal fields) – in addition to all the train traffic we currently experience. And, if all the West Coast ports were built or expanded and the high-end coal company projections are met, Oregon could potentially experience as many as 64 more coal trains (total east and west) each day. There will be health, safety, quality of life, as well as actual financial costs to Oregon citizens and communities from this increase in coal train traffic. Oregon cities along the train routes will be most affected by this increase in the number of coal trains. The increased number of trains in Oregon will mean more noise, a greater potential that emergency responders will be delayed in reaching residents when there is a medical emergency (or a fire or the need for police), and a greater potential for vehicle collisions with trains and for pedestrian accidents. These issues must be addressed, analyzed, and their consequences fully considered in the EIS being prepared. More trains in Oregon will mean an increase in the amount of airborne pollutants (particulate matter) from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease. Additionally, more trains will mean more vehicles idling at train crossings when trains are passing – and adding their exhaust (containing particulate matter and other pollutants) into the air. While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later, so even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS being prepared. In conclusion, there are many, valid reasons to help you conclude that you must reject the proposed MBTL terminal. Sincerely, Debra Higbee-Sudyka

Higgins, John (0300)

Submission Number: ***MBTL-SEPA-DEIS-0000300***

Received: 5/10/2016 7:26:11 PM
Commenter: John Higgins
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of their community and economy and will do even more great work once their permits are granted. Thank you for your work to move forward with this project.

Submission Number: ***TRANS-LV-M2-00007***

Received: 5/24/2016 12:00:00 AM
Commenter: Kimberly Higgins
Organization:
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 for the opportunity to comment today. My name is Captain Kimberly Higgins (phonetic). I live in Longview, Cowlitz County. I hold a U.S Coast Guard unlimited master's license. My 35-year career has included transporting coal as well as working on ships berthed near coal docks.

I can speak to the fact the expression, Clean coal is a combination of contradictory terms.

I do not speak for my union. I'm not a paid activist or lobbyist. I speak as a homeowner in the community, and I don't want to see another private industry come to town bearing hazards that knows our Achilles heel is jobs.

It is using it to divide us and pit us against each other. Too few will benefit at the expense of the environment and the health of many. We should work together to find an alternative to coal export that will create work and in turn attract other business to our town and not accept that Longview is an industrial dumping ground or conduit.

This commodity's project is not worth prostituting ourselves for. And I speak as someone who could benefit financially from it. Both the long and short term price is too great. I request your leadership and that you reject this project.

This property should be cleaned up so that its future use is not limited. And that cleanup should not be at taxpayer's expense. In closing, I ask how many future job possibilities will be lost if this project comes to fruition and what that economic impact would be.

Submission Number: ***MBTL-SEPA-DEIS-0000316***

Received: 5/11/2016 1:35:07 AM
Commenter: RON HIGGINS
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000063***

Received: 5/3/2016 3:52:49 PM
Commenter: Brenda High
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000619***

Received: 5/19/2016 7:34:15 PM
Commenter: Ray Hilgreen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0003209***

Received: 6/13/2016 6:33:10 PM
Commenter: Chris Hill
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***TRANS-LV-M2-00095***

Received: 5/24/2016 12:00:00 AM
Commenter: Chris Hill
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

They say never follow a kid, but... My name is Chris Hill (phonetic), and I'm a resident of Cowlitz County. I spent nearly 40 years developing, running and evaluating computer models of the atmosphere. As area manager for Washington for NOAA'S national weather service, I was a founding member of a consortium of federal, state, and local agencies that developed the nation's highest resolution operational forecasting model.

That model still runs daily at the University of Washington and helps agencies like DOE, DNR, Washington DOC and others conduct their business. Thus it is difficult for me to say this, but the DEIS falls woefully short in providing a convincing argument that coal dust and pm 2.5 will not be a problem with this project.

What I've learned in 40 years is the models often produce what appear to be realistic results and can be very alluring. However models are only as good as the data upon which they derive and operate. Modeling in this DEIS uses too small a dataset to yield stable results.

The results should be rejected and in light of the documented problems with fugitive coal dust and pm 2.5 concentrations that exist in coal loading facilities including Seward, Alaska; West Shore, British Columbia; and Norfork, Virginia and many other U.S. and international locations.

Additionally the DEIS states that Millennium will monitor for fugitive coal dust and report to Cowlitz County. The DEIS does not state what the actions say if it turns out the many documented cases are incorrect and the modeling is wrong.

Will Millennium be required to shut down? Believe the ground reports and reject the incomplete modeling and render a no action alternative. Your grandchildren will appreciate your wise decision.

Thank you.

Submission Number: ***TRANS-LV-Q1-00045***

Received: 5/24/2016 12:00:00 AM
Commenter: Chris Hill
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Chris Hill, and I am a resident of Cowlitz County. I have spent nearly 40 years developing and running and evaluating computer modules of the atmosphere. As area manager of Washington for NOAA's National Weather Service, I was a founding member of a consortium of federal, state, and local agencies that developed the nation's highest resolution operational model. That model still runs daily at the University of Washington and helps agencies like DOE, DNR, Washington DOT, and others to conduct their business. Thus it is difficult for me to say this but the DEIS falls woefully short in providing a convincing argument that coal dust and PM 2.5 will not be a problem with this project. What I have learned in 40 years is that models often produce what appear to be realistic results and can be very alluring. However, models are only as good as the data on which they are derived and operate. The modeling in this DEIS uses too small of data set to yield stable results. Additionally, the model has not been verified against independent local data. In short, only half the task has been completed. The results should be rejected in light of the documented problems with fugitive coal dust and PM 2.5 concentrations at existing coal loading facilities including Seward, Alaska, West Shore, British Columbia, Norfolk, Virginia, and many other U.S. and international locations. Additionally, the DEIS states that Millennium will monitor for fugitive coal dust and report to Cowlitz County. The DEIS does not state what actions will occur if it turns out that many documenting cases are correct and the modeling is wrong. Will Millennium be required to shut down? Believe the ground truth reports, reject the incomplete modeling, and render a no-action alternative. Your grandchildren will appreciate your wise decision. Thank you.

Submission Number: ***TRANS-LV-M1-00031***

Received: 5/24/2016 12:00:00 AM
Commenter: Jim Hill
Organization:
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 Jim Hill, City Councilman, City of Kelso. I'm not here on behalf of the City of Kelso, but rather as Jim Hill citizen, and also an individual who for 35 years has been engaged in the sales distribution of environmentally related remedial products. My company is world wide. A point of fact, the issue of coal dust is really a red herring. The encapsulation process and the product that's applied to the coal is going to ensure that coal is not an issue. Anyone that's finding coal dust now is finding coal dust in existing trains that are passing by their home. I appreciate the concerns of all of the doctors and professionals who have given their opinion here, but I would like to know if they drove here. And how many of the folks that oppose coal drove here, utilizing cars fired by gasoline. How many use plastic bags or plastic of any sort in their daily lives? The reality is this: Give up 30 percent the use of your automobile and then I will sincerely believe that you're committed to this as opposed to just a feel good I don't want to see coal. Gas is as dangerous as any product, gasoline itself, and the fumes and all of the environmental issues caused by it. Folks, farmers can't plow fields without diesel. They're opposed to coal. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000929***

Received: 5/24/2016 5:15:14 PM
Commenter: Kathleen Hill
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0002448***

Received: 6/10/2016 12:03:18 PM
Commenter: Maryl Hill
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

A recent study in Australia (http://caha.org.au/wp-content/uploads/2015/02/CAHA.CaseStudy.Newcastle.pdf) indicates that more coal dust comes off "emptied" rail cars than some full ones. The issue of fugitive dust from residue left after coal cars are emptied was not addressed in the DEIS. This has now been shown to be significant and must be properly addressed and factored into estimates of the amount of fugitive dust that Longview residents can expect to be subjected to. In fact, the DEIS should require that all rail cars be scrubbed clean before leaving the Millennium site.

Submission Number: ***MBTL-SEPA-DEIS-0000896***

Received: 5/24/2016 4:56:26 PM
Commenter: Paul Hill
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0003089***

Received: 6/13/2016 5:23:37 PM
Commenter: Thomas Hill
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thank you for listening. Sincerely, Thomas M. Hill tohill@archcoal.com 82716

Submission Number: ***MBTL-SEPA-DEIS-0001793***

Received: 6/2/2016 5:10:33 PM
Commenter: Tyson Hill
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview’s quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0002680***

Received: 6/13/2016 12:59:24 PM
Commenter: Wayne Hill
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
let Millennium Bulk Terminals-Longview build the build the marine terminal! It's good for Wyoming and it;s good for America.

Submission Number: ***MBTL-SEPA-DEIS-0003191***

Received: 6/13/2016 6:25:25 PM
Commenter: Linda Hille
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002320***

Received: 6/9/2016 5:16:14 PM
Commenter: Andrew Hillger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county, not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

Submission Number: ***TRANS-LV-M1-00002***

Received: 5/24/2016 12:00:00 AM
Commenter: Edith Hillis
Organization:
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 Edith Hillis, I'm from Washington and Oregon. My children have recently applied for different rental homes or houses that they're buying. And in order to do that they need to prove that they can handle whatever risks and save the bank or property owner the known costs. So they have to have a credit check, they have to have a character check, a criminal check, they have to pay their last rent and their first rent, and they have to have deposit for cleaning or for pets.

We're not requiring that and we should of Millennium. There has been no proof ever in world history that this is safe. We need to have them pay the money up front for third-party scientific documentation.

We know that we have to have the costs of the coal dust damaging the joints in the rails that has more friction, more harm, it reduces rail traffic, it reduces the economy for everyone else that wants to use the rails.

We know that the coal dust cannot be covered up because you'll have spontaneous combustion. We don't have anything invented for cleaning it up. Nothing has ever been invented to clean up oil spills, that it works. We don't have anything to protect us from the diesel. It's never been invented. So we need to have that paid for up front.

Every single kaboom and bust industry has not cleaned up after itself. We need to have them pay up front the cost for health care. We're going to have increased birth defects, learning disabilities, Alzheimer's, health defects. That costs workers.

It's not fair that the people of Cowlitz County have to be paying all this money for increased health insurance, increased homeowners insurance, increased business liability. This needs to be paid up front.

Submission Number: ***MBTL-SEPA-DEIS-0000560***

Received: 5/19/2016 6:05:40 PM
Commenter: mark hillyard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â€" it's time to move this proposal forward! Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0000983***

Received: 5/24/2016 5:48:09 PM
Commenter: Alfred Hink
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. Thank you for letting me submit my opinions and show my support for the project.

hinkle, david (0102)

Submission Number: ***MBTL-SEPA-DEIS-0000102***

Received: 5/5/2016 9:42:10 PM
Commenter: david hinkle
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application. Sincerely, David Hinkle

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Many try to justify coal terminals by stating that we all use fossil fuels and plastic products. That we could cut emissons by driving less. Well, I drive less, 50% less ~~of~~ over the past 6 years. I also have cut my overseas travel by half to the detriment of my income. I have witness 1st hand the lung clogging and coughing caused in great part in cities like Beijing, Luoyang and Tingdao China People die every day from the pollution. We are directly affecte also. That pollution drifts over our country brought to us in normal wind patterns, to slowly cause illness amoung our own citizens. Millennium Bulk Terminals should not be built in Longview.

(comment continued)

(additional space is provided on the back)

Hector Hinojosa

Submission Number: ***MBTL-SEPA-DEIS-0000395***

Received: 5/17/2016 6:14:04 PM
Commenter: Bruce Hintermeyer
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thank you for listening.

Hislop, Brenda (0093)

Submission Number: ***MBTL-SEPA-DEIS-0000093***

Received: 5/5/2016 9:32:05 PM
Commenter: Brenda Hislop
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process. Sincerely, Bremda Hislop

Submission Number: ***MBTL-SEPA-DEIS-0000094***

Received: 5/5/2016 9:32:59 PM
Commenter: Clark Hislop
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project. Sincerely, Clark Hislop

Submission Number: ***TRANS-LV-M2-00057***

Received: 5/24/2016 12:00:00 AM
Commenter: Clark Hissup
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening, my name is Clark Hissup (phonetic). I live in Kelso, Washington. I think this is about jobs in this community. My grandfather came to this town in Longview when it was being built and sold furniture to a thriving community.

My great grandfather, my grandfather sold tires of the building of the dams and what was going on in this area that was growing. My dad lived his whole life here and printed the Daily News for 42 years, but my generation started to have to look out of town and other areas for jobs.

Now I have three grown children and grandchildren that need careers. I work for an environmental company. I'm a planning commissioner for the City of Kelso. And I've worked in the Millennium site. They've cleaned it up better than it's ever been in my lifetime. The river flows clean today. I believe Millennium will be a good steward of the land and I say support the project.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001417***

Received: 5/26/2016 8:22:38 PM
Commenter: Rick Hoard
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm all in favor of the terminal and the coal being freighted through Spokane. This will provide jobs, and revenue for thousands of people both here in the U.S. and wherever the coal is shipped to. Coal is a resource that we have available to us to use, not sit/lay on the ground. There's such an abundance of coal that we would be fools not to use it. Coal dust polluting our city? I think the pigeons do worse than coal dust ever will. People should quit smoking before they demand the stopping of coal through Spokane.

Submission Number: ***MBTL-SEPA-DEIS-0000010***

Received: 4/29/2016 3:48:13 PM
Commenter: Mike Hoban
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A. and Washington State! Sincerely, Mike Hoban

Submission Number: ***MBTL-SEPA-DEIS-0002602***

Received: 6/13/2016 11:13:25 AM
Commenter: Mike Hoban
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Hobson, Cheryl (0786)

Submission Number: ***MBTL-SEPA-DEIS-0000786***

Received: 5/23/2016 3:59:11 PM
Commenter: Cheryl Hobson
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
While I like the project, I abhor the name. Please change it. Anything with the name Millennium or Millennial is seen by my as a young group of ignorant people

Submission Number: ***MBTL-SEPA-DEIS-0003349***

Received: 6/13/2016 9:26:29 PM
Commenter: Lance Hobson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Elaine Placido
Director, Building and Planning
Cowlitz County
207 4th Avenue North
Kelso, WA 98626

Sally Toteff
Director, s.W. Regional Office
Washington State Department of Ecology
300 Desmond Drive S.E.
Lacey, WA 98503

16 Greenbrier Lane
Missoula, Montana 59802
June 12, 2016

Dear Directors Toteff and Placido:

As residents of Missoula, Montana, my husband, Harold, and I are very concerned about the impacts that the development of the proposed Millennium Bulk coal export terminal in Longview, Washington, will have on Montana. We find the Draft EIS deficient and inaccurate in its coverage of Missoula and the state of Montana. For example, the DEIS (in the Supporting Document section) states that currently there are 25 to 28 trains a day traveling the route through Missoula. Four years ago the Montana Rail Link told us that existing traffic through Missoula was 16.9 trains a day. Recently the Missoulian reported that current traffic is between 13 and 15 trains a day. Rail capacity through Missoula is not discussed in the DEIS. Sixteen additional trains would be more than a doubling of existing traffic.

We are very concerned about the increased risk of derailments of all trains, including toxic and combustible freight (i.e. Bakken crude, chlorine-carrying cars), due to increased usage and consequent wear on rails. More heavy trains and ballast altered by escaping coal dust create a greater potential for accidents – a problem of geometry when the rails lose their parallel alignment by as little as three inches. There have been recent derailments of coal trains in Missoula's switching yard resulting in spillage of coal. Also, a recent derailment west of Missoula resulted in three airplane fuselages plunging into the Clark Fork River. This happened within a train's length of the towering Fish Creek tressle that crosses over turbulent waters. A toxic coal spill in such waters could be difficult if not impossible to clean up. Much of the rail traffic through Montana passes alongside or over major waterways. Railroad plans for Montana are not cited in the DEIS.

The railroad passes close to or through low-income neighborhoods, and the effects (noise, emissions/dust, crossings, etc.) on people living there are much greater than for the general population – both to their health and their physical safety. This is an environmental and social justice issue that should be considered.

A highly critical performance audit concerning rail safety prepared by the Montana Legislative Audit Division to the Montana Legislature (October, 2015) mentions increased rail traffic through Montana, including dangerous Bakken oil trains and coal trains. This report is very informative and should be included in your DEIS, with particulars concerning rail accidents. Human factors and rail conditions are listed as primary causes of accidents. Deficiencies in up-to-date planning are noted. The report is available on line at http://leg.mt.gov/audit.

Since 1999 my husband and I have been very involved in climate change issues, publishing a science-based climate change quarterly (*The Mercury's Rising)* for three years and most recently making a film on coal and climate change (*Coal Road to China).* We showed this film across Montana, Washington and in Sandpoint, Idaho.

Building new coal export infrastructure would lock us into a future of more pollution and carbon emissions. Burning coal is the greatest contributor to greenhouse gases and climate change. If we are ever to be serious about changing the trajectory of warming, we must stop burning coal. It is inescapable: the transport of 44 million metric tons of coal annually would roughly produce double that amount of CO2 on combustion. We would be accomplices in this – an end run around efforts by the Northwest Power and Conservation Council's latest plan to reduce greenhouse gases. The same goes for the agreement of 195 nations, signed in Paris last year. The World International Energy Outlook said that 80% of the known coal deposits must stay in the ground to stop global temperature rise at 2 degrees Centigrade.

Harold was a smokejumper as a young man (we are now in our mid-70's), and has remained active in promoting fire-wise safety measures. The fire season in Montana is now 78 days longer than when he was smoke jumping, and the fires are often more intense and dangerous. A recent film, *Unacceptable Risk,* which you can find on the internet, shows that some fires are now so dangerous that the risk is too great for firefighters to tackle them. The film attributes this increased fire danger to climate change. The increased heat and arid conditions also affect fires caused by sparks from trains.

I am a long-time member of Missoula's Air Quality Advisory Council and was an emergency medical technician in a rural area for eight years. The lack of a completed Health Impacts Assessment egregious. All along the rail line there will be health impacts. Missoula is located in a bowl surrounded by mountains, and we have serious air inversions during the winter. Missoula has come very close to exceeding Federal PM 2.5 standards, and the diesel/dust contributions of up to sixteen additional trains a day could well push us out of regulatory compliance. Doctor Paul Smith, local Pediatric Pulmonologist, has grave concerns regarding this issue and impacts on his young patients. The elderly and infirm are also vulnerable.

One of the things we love about Montana is recreating in the mountains and along the rivers and streams Climate change, exacerbated by burning coal, is affecting

what we can do here – through wildfires, droughts, low snow pack, low stream levels and extreme weather events. Tourism is important to Montana, and our economy suffers when the state is smoky or otherwise unpleasant or unsafe for outdoor activities.

The DEIS completely ignores the impacts of new or expanded coal mining that would be induced by the proposed coal terminal. The port's proposed capacity of 44 million metric tons per year is equivalent to all of the coal annually mined in Montana. Any new mining resulting from this port would impact southeastern Montana and Northern Wyoming, where coal seams act as aquifers. Digging them up endangers water quality and quantity, and negatively affects agriculture. Mining companies have fully reclaimed less than 10% of mined lands, and reclamation has not been contemporaneous. Water is the last and most difficult step in reclamation efforts.

Domestically and globally, markets are moving against coal. Instead of investing in new coal infrastructure, we should be investing in clean energy. It makes no sense to build an export terminal for coal when companies that have invested heavily in coal are going bankrupt.

People living today have the opportunity to be the ones who chose to change the course we are on for the security and happiness of future generations. We are running out of time and must do the right thing now. Please choose the NO Action option.

Thank you for your time and efforts. We spoke at the Spokane hearing last month and appreciate the serious attention you extended to everyone.

Sincerely,
Harold and Jan Hoem

Submission Number: ***MBTL-SEPA-DEIS-0003830***

Received: 6/14/2016 1:20:33 AM
Commenter: Harold Hoem
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
Harold:

I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison". We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Steve Running: Yes, I want to particularly point out what I see happening in the global coal markets and global carbon cycle science. That's the stage that I work in, global carbon cycles. We, probably a decade ago, first identified really clearly that the biggest single carbon emission by humanity is burning coal for electric power. It became clear to us right at that point that everything else we do in trying to reduce carbon emissions wasn't going to matter at all if we didn't, first and highest priority, quit burning coal for electric power.

That was over a decade ago. It didn't seem like we were making much progress until about the last year. I can finally say that we've had a pretty good year in global policies. Obviously we all know about the Paris Climate Agreement where every nation signed on to a commitment for driving down carbon emissions, and for most countries that first biggest carbon emission is burning coal for electric power.

What's more immediately relevant to us here is that China not only signed the Paris Agreement, but China actually does a 5-year strategic plan for the nation. What a concept to actually plan the future of your nation. We've got learn something here. In the last 5-year plan, China has publicly announced that they will quit importing coal. What we're clearly seeing is that in 2014 and 2015, China's coal imports went down by actual statistics, so they're making good on this strategic plan that they've announced.

They are starting to drive down their purchasing of imported coal. Of course, their 2 biggest sources are Australia and us. They have already announced that they have a strategic objective to quit buying coal. I can't imagine a worse time for America to be building more coal infrastructure when the biggest customer has already announced publicly that they're going to quit buying. This is really almost a no-brainer.

What I also see now in this last year is that the world financial community has really started to catch on that long-term fossil fuel investment, and particularly long-term coal infrastructure investment, is just plain a bad idea. It's a bad investment. You have very high probability of losing your investment with the trajectory of the global economy and energy. When the world bank and Goldman Sachs, I read almost every week another major financial institution announcing that they are getting out of coal investment ... What we see here is the local version of that same decision point.

You would think this ought to be an easy decision, that the last thing the Pacific Northwest would want to do is invest in long-term infrastructure for coal export when a major customer has already announced that they're going to be capping their imports. I think this is to me, at the global scale that I work at and study and follow, this really should be a pretty easy decision then. This is certainly not a terminal that we want locally, but that even makes any sense in terms of a larger financial picture. It just doesn't make sense one bit. I think that's what I want to leave with you on this topic. Thank you.

Paul Smith: I'm really happy to get a chance to comment on the health implications of the increasing coal shipments by rail for our communities and others. It's easy to make the case that negative health impacts with coal will occur because they've been occurring for the last several hundred years. There's no reason to think a little bit more is better.

I hope to stress the health threats local to Missoula and also stress that this new threat will be greatest on the vulnerable, including children, infants, the unborn, and the elderly. I also have a list of references that I always feel nervous talking and making statements without. If anybody wants the list of the references that at least give the health implications, please see me. Because I take care of children and infants with lung disease, obviously my main concern at the local level is the increase in air pollution from these diesel fumes, coal dust, and worsening climate change.

Data is substantial showing that coal trains do increase bloom concentrations. Diesel emissions are recognized as carcinogens, which was previously noted, and contain toxic substances such as polyaromatic hydrocarbons and particulate matter or PM. Coal dust also adds to air pollution in the form of particulate matter. Of the 6 criteria of air pollutants that the EPA is mandated to regulate, particulate matter is perhaps one of the easiest to track and to correlate with health effects.

It's generated a vast amount of medical literature. We know there is PM increase as public health worsens. We also know that when we lower particulate matter, population health improves. That's an important concept and lends significant credibility to particulate matter being culpable, and justifies action that lowers air pollution. Particulate matter leads to lung damage and diseases such as asthma and COPD. Children are at the highest risk because their lungs are developing and they have more life years of exposure.

This often worsens over decades from accumulating scar tissue along the airways by repeated injury. We have no cure for asthma. For today's living asthmatic children, they may end up being tomorrow's asthmatic cripples. In health, particulate matter also leads to diseases distant from the lungs such as heart disease, stroke, and cancer and even adverse effects on pregnancies and fetal tissue. Infants born to a mother exposed to high concentrations of particulate matter are born smaller, and with impaired lung function.

These more systemic effects outside of the lung happen in part because fine particulate matter can also cross pulmonary system directly into the circulation and they release whatever poisons they contain. Missoula already struggles with air quality in a large part because of our valley inversions that attract pollutants. Despite strong efforts to decrease particulate matter, we often, here in Missoula, are close to the prescribed threshold by the EPA for particulate matter.

There is no safe lower threshold. The more time one spends in high exposure of particulate matter, the greater the effects. Again, this is of special concern to children. Another health concern with coal dust is increased chance of train derailments. You might recall an article in the Missoulian last year quoting the Department of Transportation estimating that there would be over 10 derailments per year in the US of trains carrying nothing but ethanol and oil cargo alone. Missoula is a very populated area. It's time we realize that with only 2 hospitals in our town, we would struggle to handle the type of derailment disaster that hit Quebec killing 47 and devastating a small

town.

Then finally the effects of coal combustion on climate change are already significant here in Montana. As it was noted, we've already come through 2 of the warmest years on records and the warmest April on record. Our snow pack is already lower than normal this year and it's disappearing. Our farmers and ranchers are threatened. Increased forest fires and hot weather will again threaten our health and our children's health.

By way of closing, one of my favorite quotes when giving a talk like this is from CF Elliot in 1909. He was then secretary of Anaconda Copper Mining Company. He stated, "We have the perfect right to carry on a legitimate business and if incidentally we should pollute the atmosphere nobody has the right to complain until specific damage gives them a cause of action." This statement really describes the position that we're in as a company.

We can't stop a process legally until we can show harm. By then, the ground, the air, and the water are contaminated, and our children are sick and it's too late. So ask yourself when we're coming through these discussions what angles are we heading in? Is the public being shouldered with the responsibility to prove harm or is the impetus on the industry to prove there's no harm? Harm to health has already been shown. There is specific cause for us to halt more pollution.

John: Good evening. I'm John Woodland. I retired in January as the Superior, Montana Fire Chief. I'm speaking from my background in emergency services, I do speak for myself. Superior is one of the many small towns along the rail line that this project will negatively impact. Emergency services and access to many of my district's neighborhoods require crossing the tracks. That's true of many other towns along the rail line. This is what's hauling our water supply across the tracks.

I personally waited at a grate crossing for a train to pass while on an emergency service response. This proposal lacked the train traffic. It increased the likelihood emergency services will be negatively impacted in communities all along the tracks. The tracks in Mineral County in places are built right along steep mountainsides next to the Clark Fork of the Columbia River. Trains fall off these tracks sometimes into the river and not that infrequently.

In my 10 years as the fire chief there have been 2 trains in the river in Mineral County. One visible from my home, included empty oil cars, and the other dumped Boeing fuselages into the Albertan Gorge. More traffic means more wrecks. More traffic will also mean more pressure not to hold up the trains for maintenance work which means yet again more wrecks. For Montana, Eastern Washington and Idaho, it also means less access and higher prices to ship agricultural products. For emergency services, today the 800-pound gorilla in the room is climate change.

If you don't think that's emergency service issue just look at the newspaper for the last week, at the evacuation of between 80 and 90,000 people from Ft. McMurray in May in

Northern Alberta, months before there's supposed to be a fire season in that part of the country. This is the future for the entire inter-mountain west if we don't act decisively now with climate change. We cannot continue to invest in fossil fuel projects, such as Longview, and have any chance of limiting the worst impacts of climate change. I urge you to say to no to the Longview Coal Port and yes to acting decisively on climate change now before it's too late.

Michael: My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Carolyn: Hello, my name is Carolyn Walker. I used to be Carolyn Alderson. I lived along the Tongue River for 20 years of my life. I raised my 3 children there. There is an interesting story about a law and a regulation that actually stopped something. When I lived down there, the Northern Plains Resource Council, I was part of it, was just beginning. That's when you all heard of the Tongue River Railroad. The Tongue River Railroad was thought of and started because there was a mining plan for that area, right on the Tongue River. It was called the Montco Mine.

Well there's a nice picture of me shaking hands with President Carter in 1977 at the signing of the strip mining bill. In that bill there's a piece of the legislation that says, "There shall be no strip mining on Alluvial Valley Floors." The Montco Mine was right on the Tongue River. It caused some difficulty in the community. I just wanted you to know that there are ways to use legislation and rules to stop bad things from happening. My recommendation is that we recommend no action on the Longview Port.

Jim: My name is Jim Parker. I live in Missoula Montana. As a Montanan along the rail corridor between the Powder River Basin mines and the proposed terminal I oppose the Millennium Bulk Terminals because of the associated increase in coal train traffic through my community. The increased coal train traffic will bring with it increased air pollution and health risks from increased coal dust and diesel exhaust and increased noise pollution.

In addition, the increase in coal traffic through my community will reduce access across the tracks and cause traffic delays for citizens, commuters, for emergency response vehicles when there's a medical emergency or fire, or a need for police. The additional train traffic will also provide greater potential for vehicle collisions with trains and for pedestrian accidents.

As a Missoulian and Montanan, I'm asking that the EIS fully analyze and consider the impacts of this port and the increased coal train traffic would cause here in Missoula and across Montana especially as it relates to the above sited impacts. The proposed project’s impacts are real and significant to Montanans and are connected in cumulative

result of what happens if this project is approved.

The EIS prepared by the court in the Washington Department of Ecology in Cowlitz County must include all the connected and cumulative impacts in Montana that will result if the MBTL facilities are approved and constructed. These include the significant connected and cumulative impacts on the project all the way back through Montana to the Power River Basin Coal Mines in Montana and Wyoming.

The increased rail traffic in Montana must be addressed, analyzed, and its consequences fully considered in the EIS. More trains in Montana will mean an increase in the amount of airborne pollutants, from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease.

While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later. Even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS. The MBTL facility will directly lead to an increase in the burning of coal. The link between increased coal burning and associated public health problems cannot be ignored and should be included, analyzed, and the consequences fully considered in the EIS.

Finally, because the sole purpose of the MBTL facility is to facilitate the shipping of coal being transported from the PRB to its final destination in Asia, where it will be burned for energy, I also believe that the EIS must fully consider the long term and direct effects that this action will have on the global climate.

In conclusion, I strongly oppose the proposed Millennium Bulk Terminals Longview facility. The connected and cumulative impacts to Missoula, and all of Montana, from the proposed facility, are real and significant. The EIS prepared by the co-lead ggencies for this project must address, analyze, and consider all the connected and cumulative impacts this proposal will have on Montana. Please reject this proposal and take no action.

Thank you.

Harold: I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

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Gary: I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one singal entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

George: Thank you, thank you all for being here. My name is George Price. I was asked to represent an organization I belong to named Indian People's Action. Indian People's Action asked me to be here as an environmental issues coordinator.

I would like to put our input collectively in here; just the fact the basis what coal is doing to our climate and the life on earth. I think that should be enough reason to keep it in the ground, not transport it anywhere. Anybody who's paying attention and looking at how fast this is escalating climate change to an unpredictable level at levels with all the other elements that are being released. Rising sea levels, you can go down the whole list if anybody's honest about that, you would say yes, let's stop all of this.

I'd also like to say let's look at the paradigm shift and deeply question a society that creates incentives for people to write environmental impact statements that are

intentionally lying to the people for profit, for money in a society that lives for money. I'm not going to go into my whole historian's diatribe there. I had often wondered what if the people who came from across the ocean, and likeminded people that welcomed innovation in Massachusetts had come to learn instead of to control. It's great. Can we start on the right foot now? I recommend the no action on behalf of Indian People's Action of Montana.

Dave: Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. that think generalist that those are for generalist. There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Dave Jones: Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of

the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve: Hi, my name is Steve Schwartz. I live here in Missoula. I'm a professor interior of the Department of Communication Studies at the University of Montana. I teach and do research in environmental communication. No matter what the coal industry says about the free market, their goal is to get government on their side to make the market work for them whether it's supporting carbon cash receipt frustration, whether it's blocking the clean power plan, or supporting coal export infrastructure like MBT as a goal. It's past time for us to use our voice to remind government agencies who's side they need to be on and who's interest they need to represent.

The connected and key note we've heard about tonight on public health and safety, on air, land, and water, on wildlife, and on climate change are common in house. They're shared by the residents of the Pacific Northwest, shared in common by the people who live in Washington and Idaho and here in Montana. We all deserve a voice in this decision. For that reason, I want to thank all the organizations that have made this opportunity possible for so many of us to express our voices. To protect the commentators in the Department of Ecology, to take no action, thank you.

Jim: My name is Jim Roach. I've been a Missoula resident for 45 years. I don't understand why it's draft Environmental Impact Statement doesn't address impacts for rail traffic in Montana. That seems sort of ridiculous. It seems like a rip off. On behalf of my family, and my friends, and a lot of people that I know are neighbors, I just want to say we don't want any more coal dust. We don't want any more diesel fumes. We don't want any more threat of derailment. We don't want traffic complications from increased rail traffic. We don't want the noise.

Most of all we don't want the climate impact. We don't want the endless smoky summers. We don't want the low stream flows and the sick fish. We don't want the reduced fishing opportunities. We don't want increased beetle kill. We don't want disappearing biodiversity. We don't want damage to agriculture. We don't want the drought. We don't want climate refugees. We don't want shut downs of skiing areas. We don't want this action, no action. Thank you.

Claudia: My name is Claudia Narcisco. I am speaking for myself today. When I was trying to find some things that I was going to speak about, I found an old letter that I had written in I guess November 2013. There goes my letter. I had it on my phone and mailed it to myself. Anyway, it was hard enough to read. I emphasized that connection actions between the mine and the port and Asia and the impacts on climate change and how it would cycle back to us.

I requested that they consider this. I cited a section of the National Environmental Policy

Act. I believe it was section F2 or 2F that specifically directed agencies to consider international ramifications of actions which is not something that we normally associate with, but it's just that it was our responsibility to do that. Obviously those things were not necessarily done, as far as I could tell, to this point.

I hope that's considered.

Submission Number: ***TRANS-SPOKANE-M1-00041***

Received: 5/26/2016 12:00:00 AM
Commenter: Harold Hoem
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm Harold Hoem from Missoula.

I was a copper miner in Butte, a smokejumper, an intelligence agent, and a long career on a commercial fishing boat on the Pacific watching the Columbia bar many times.

A former coalmine manager told me that the main problem with the coal mining industry is that the product is poison. Burning coal anywhere in the world is part of the climate change problem. In terms of CO2, the atmosphere is now at over 400 parts per minute, higher than civilization has ever seen.

Adding 44 million metric tons of coal translates to adding over 100 million metric tons of CO2 on combustion to our globally shared atmosphere. This makes a mockery of the sincere efforts of the Northwest Power and Conservation Council to count emissions.

Burning coal in Asia is killing people. We could become morally culpable of this end run of overseas export play.

The longer rail segment between Powder River Basin and Longview is through Montana. This should require close scrutiny, not just a wink and a nod. The expected route through large communities of Billings, Bozeman, Missoula, and numerous smaller towns.

The DEIS pays scant attention to these towns and to the actual conditions. The supporting documents erroneously reference 25 to 28 trains a day as "existing conditions". In reality, Missoula currently sees 13 to 15 trains a day. Sixteen more coal trains would double the existing traffic. The document does say "this traffic could result in exceeding rail capacity" if improvements are not made, but cites no rail plan for Montana.

What to do when the details are missing? One thing, vote no action on the Longview terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000902***

Received: 5/24/2016 5:04:55 PM
Commenter: Paul Hoerner
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0003091***

Received: 6/13/2016 5:24:09 PM
Commenter: Dan Hoffman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work! Sincerely, Dan Hoffmann dhoffman@archcoal.com 82732

Submission Number: ***MBTL-SEPA-DEIS-0001397***

Received: 5/26/2016 7:44:17 PM
Commenter: Jerome Hoffman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0002213***

Received: 6/7/2016 7:27:21 PM
Commenter: Kathleen Hoffman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0001806***

Received: 6/2/2016 5:24:44 PM
Commenter: carola hoffmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001807***

Received: 6/2/2016 5:24:45 PM
Commenter: carola hoffmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001808***

Received: 6/2/2016 5:24:46 PM
Commenter: carola hoffmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001403***

Received: 5/26/2016 7:47:59 PM
Commenter: Dale Hoffmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0000284***

Received: 5/10/2016 6:53:22 PM
Commenter: Daniel Hoffmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0001336***

Received: 5/26/2016 7:06:44 PM
Commenter: Garry Hoffmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0001565***

Received: 5/31/2016 5:13:07 PM
Commenter: Kerry Hoffmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001415***

Received: 5/26/2016 7:57:00 PM
Commenter: Brian Hogg
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0003049***

Received: 6/13/2016 5:04:15 PM
Commenter: Michael Hohman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs.

Submission Number: ***MBTL-SEPA-DEIS-0001683***

Received: 5/31/2016 6:42:55 PM
Commenter: Bruce Hoiland
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002532***

Received: 6/11/2016 6:19:06 PM
Commenter: Mary Holder
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

We strongly recommend the “no action” alternative in the Millennium Draft Environmental Impact Statement (DEIS). Even though the DEIS seems to go out of its way to downplay adverse impacts of the proposed project, the DEIS finds significant and unavoidable adverse impacts in nine resource areas, including greenhouse gas (GHG) emissions. Based on vessel and rail emissions alone the project would be one of Washington State’s largest emitters of GHG. CO2e from not only transporting but also burning coal, contribute to climate change. Here in Skagit County, we are already feeling the impacts of GHG emissions and climate change on crops, water supply and forests as the climate warms, snowpack is increasingly inadequate, and drier weather causes more frequent and hotter wildfires. Ocean acidification resulting from higher CO2 levels is a crisis in the Salish Sea, threatening shellfish, oysters and fisheries. Time is running out. Climate change is accelerating; the Arctic is melting; drought and wildfires are consuming forests, farms and other landscapes and large storm systems and floods are increasing worldwide. Washington State must live up to its reputation as a national leader in combating climate change and protect current and future generations of its citizens from the unavoidable adverse impacts of GHG emissions. The Draft EIS reveals many serious impacts to human health and the environment. Coal train traffic would lead to increased diesel exhaust and coal dust pollution in communities along the rail line, threatening public health. They would also cause more traffic congestion and safety hazards, with ambulances and fire engines being trapped at rail crossings behind mile-long trains separating them from emergencies. The Final EIS should incorporate the best available science, real world examples, and a comprehensive Health Impact Assessment (HIA). The agencies would turn their backs on public, tribal, and agency input by failing to complete a HIA before releasing either a revised DEIS or a Final EIS. The DEIS inappropriately finds that mitigation can reduce coal dust, rail traffic, rail noise, and other project impacts. For example, to mitigate coal dust from the project’s terminal, the draft EIS proposes a reporting process for coal dust complaints. A phone call or email to complain about coal dust fouling a person's lungs, home or the Columbia River is not "mitigation." For noise impacts from trains, the DEIS proposes “quiet zones” for which local taxpayers would have to bear the cost. The public in communities along the rail line is not seeking these permits, and significant public expenditures is in no way mitigation by the applicant. The agencies must revise the draft EIS and consider impacts in light of a removal of all inadequate, unsupported and unenforceable mitigation. With the recent bankruptcy of Arch Coal and its giving up its share of the project to Lighthouse Resources, the financial soundness of this project is highly uncertain, at best. “Arch Coal Backs Out of Longview Export Terminal.” Clark Williams-Derry, Sightline Insitute. May 16, 2016. http://www.sightline.org/2016/05/27/arch-coal-backs-out-of-longview-export-terminal/. The questionable financial status of proponents and the fact that coal production and use, and coal markets themselves, are in decline nationally and internationally should be recognized as strong warnings to the permitting agencies that conditions and mitigation measures in permits likely would never be met by applicant. This would result in acute and chronic violations, abandoned coal piles in Longview and significant environmental damage throughout the state. For all of the above reasons, the proposed project would be bad business for Washington State and its citizens. Mary Ruth and Phillip Holder Mount Vernon, WA

Submission Number: ***MBTL-SEPA-DEIS-0000744***

Received: 5/23/2016 1:52:03 PM
Commenter: Allen Hollett
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Surely it should be agreed that the Project Management has reached out to meet all the reasonable requests that have been brought forward by competent experts. Our state , and this particular area, needs the well paying jobs and resulting tax revenues that will be generated by this project. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002761***

Received: 6/13/2016 2:13:30 PM
Commenter: John Holloway
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003002***

Received: 6/13/2016 4:29:34 PM
Commenter: John Holloway
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001398***

Received: 5/26/2016 7:45:06 PM
Commenter: Dan Holman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***TRANS-PASCO-M2-00024***

Received: 6/2/2016 12:00:00 AM
Commenter: Cat Holmes
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. Thank you for this opportunity to give public comment this evening. My name is Cat Holmes, and I'm a resident of Kent, Washington, and I'm asking for the no-action alternative, and I ask you to require a full health impact assessment for this project.

The coal dust particles released from the railcars during loading and transit can have very significant impacts which are not thoroughly explored in this DEIS.

Studies done by BNSF itself have shown that each railcar can release up to 500 pounds of coal dust, a number that really adds up when there's more than 100 cars long and eight coal trains will pass through Pasco every single day. This much dust blowing off of trains leads to impaired water and air quality, (inaudible), and increasing asthma and cancer rates that affects the people living, working, and going to school within the effected area of coal dust pollution. Up to ten miles away from the railroad tracks must be studied and taken into consideration with this project.

I have a list of schools that are within one mile of the rail lines that the coal trains will go along.

In Franklin County, (inaudible) Middle School, Lake View Mobile Home Park, which is a residential area, Columbia Basin College, JC's (inaudible) and Grocery.

In Benton County, Chief Joseph Middle School, Richland High School, Hanford High School, Washington State University, Kamiakin High School, Columbia Center, and residential areas.

Coal dust can also have a very harmful effect of the railroad tracks themselves. The U.S. Department of Transportation has classified coal dust as a pernicious ballast falling which means -- please consider the no-action alternative.

Submission Number: ***MBTL-SEPA-DEIS-0000098***

Received: 5/5/2016 9:36:02 PM
Commenter: Karinsa Holmes-Solo
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Please reach out with any questions. Sincerely, Karinsa Holmes-Solo karinsa.holmes-solo@asapbiz.com 98632

Submission Number: ***TRANS-SPOKANE-Q1-00001***

Received: 5/26/2016 12:00:00 AM
Commenter: Gunnar Holmquist
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm Dr. Gunnar Holmquist, M.D. I've been a primary care physician for 35 years and I'd like to speak to the medical risks of coal and crude oil transport through Spokane.

Six days ago in India, the temperature outside of New Delhi was 124 degrees. That's a record for their history. The hottest temperature ever recorded on earth is 134 degrees. There were over 1,000 deaths and several crop failures scattered access northern India. This is springtime.

Last year in the United States alone, there were 6,000 hot temperature records. It was in the 80s on the east coast in December and 50 degrees above normal temperature on the north pole.

We had our worst fire season in Washington State ever. Over 1,000 square miles were torched. Winthrop and Twisp economies were wiped out. Every month over the last twelve months has been a record-setting month for hot temperatures. 2015 was the hottest year on record and all indications point to 2016 being hotter. So climate change is an undeniable fact. There's no debate about this. It's real and it's affecting Spokane and Washington State.

Last summer, we had black skies at midday from catastrophic fires, several weeks over 100 degrees every day. It was apocalyptic and this summer NOAA predicts that temperatures will be worse.

The carbon transported through Spokane via rail in coal and crude oil is the primary major cause of elevated temperatures worldwide. We have burned carbon for 100,000 years in the form of fire. And now it's petrochemicals and it's worked great for us. It's accelerated our technologies and just worked out terrifically well until the last 40 years.

It's been obvious that there are problems. If you look back on the data, it's clear, really since the industrial revolution, worldwide temperatures and carbon -- excuse me, carbon dioxide concentrations have been on the rise.

So climate change is a fact. What can we do about it? That carbon burned affects every living creature on earth, certainly every human on earth. It doesn't matter where you burn it. The coal and crude oil that's coming through Spokane is going to be burned in Asia, mostly in China.

That burned carbon is the problem, and we can fix this. We have the smarts to do it. We've always gotten out of tough spots. We can get out of this one, but we have to be motivated to change and change is slow.

One of the reasons why is there's a lot of information. So for decades, the tobacco industry lied to us about tobacco, said it was completely safe, wouldn't hurt anybody, didn't cause cancer. And they had the data and they knew, but they lied about it.

It's the same with the coal, oil, and gas companies. They have been lying to us that there's no risk in burning carbon. And Exxon has freely admitted this, that they hired fake scientists and paid them for bogus scientific statements. And all that Exxon has admitted is true.

So despite them admitting they're lying to us and have been for 40 years about the serious risks of continuing to burn

carbon fuels, you go to their sharehold gs and they state, as Exxon did just a few weeks ago, We plan on burning every pound and ounce -- every gallon of coal or oil reserves that we have. They want to burn it all. So even though catastrophe is the future, their plan is to burn it anyway for short-term profits.

That's why it's been slow for change to occur. But not for the Department of Defense. They've said, for the last five years, that the most serious risk to national security is not the Middle East. It's not Russia. It's not North Korea. It's not even war, directly -- the kind of wars we are used to. It's climate change.

Because they know the unimaginable scale of war that's coming when tens and millions of people are displaced from their homes where their economies are destroyed, their crops failed year after year from continued increased temperatures. And that's why they say every year to Congress, The greatest national security risk is climate change.

They are also the largest institutional adopter of alternative energy. So as a single body, the Department of Defense is putting in solar and wind wherever they can. They know what the future is. They know we have to do this. They're smart. They don't get involved in the debate, but they know what they can do themselves. They're not going to increase the risk of mega-wars in the future -- what they describe when a whole geographic area is displaced.

For example, the current predictions are in 30 years, all of North Africa, the Middle East, Southern Turkey, and even India will be uninhabitable. Temperatures in the 90s at night and in the 110s and 120s during the day, just like it was in northern India six days ago, 124 degrees.

There are several hundred million people that live in that area. They're not going to just say, Okay. Gee, I guess we lost out. They're going to move and there will be conflicts that result from that migration.

Consider that the war in Syria is due to climate change. Their economy was destroyed by climate and the wars and the migrations that have happened are because of that fact. And the world can't even manage two million Syrian migrants. What are we going to do with 600 million that don't have a place to live?

So that's the overall scope that we're dealing with. This is a critical issue. There's nothing like it we've ever faced before.

Let me address the immediate health effects of our city. So carbon black and diesel fuels are known carcinogens. That means they cause lung cancer. Coal dust exacerbates asthma. It increases childhood respiratory infections. It dramatically exacerbates adult chronic respiratory -- chronic lung disease. That's the effect of coal dust spilling off the train cars.

If there was a spill of these petrol fuels, a major spill would contaminate one of the most pure aquifers in the world. That's our Spokane Rathdrum aquifer. If there was an explosive fire, a crude oil tank exploding like in Quebec three years ago, that's catastrophic. There isn't any plan to mitigate that. You don't control those kinds of fires. You evacuate the city and you hope it doesn't burn. You hope that your city doesn't burn down.

And you talk to fire departments and EMTs that design these disaster plans. They don't have a disaster plan for an explosive fire of cruel oil. There isn't one. You run. You evacuate. And the Quebec fire three years ago was a great example. It was terrifying. It took a long time for those fires to burn out. That's what you wait for, is for them to self-extinguish.

We had a windstorm and it was a big deal, trees down all over. It just happened that we were fortunate that that occurred during a cool month. If that had happened during a hot month, much of our city would have been incinerated. That windstorm was a record windstorm. We had never seen wind like that before.

This, again, is climate change. That's a direct health risk to our citizens living right here, the tree falling on your house or the tree falling on the power line, burning your neighborhood down.

Just as Fort McMurray in Alberta now, in Canada, 100,000 people evacuated, their city incinerated. I've lost count of

the hundreds and thousands of square have been burned now during spring weather because they got a bad combination of wind and fire.

So it's really a matter of time before those kinds of things are commonplace. This summer will be worse than last summer and it will be in our face so that we can see we have to address this now. We can't just be complicit with this carbon passing through our city day and night every day of the year and do nothing about it.

Those immediate health risks in a clinical perspective as a physician, I can attest to those as factual. I'd also like to speak briefly on the moral implications of what is going on. The coal, oil, and gas companies that have been making tens of billions of dollars of profit year, after decade, after decade and lying to the world public that this is safe, that we can do this forever at no risk, if you think about what they're doing -- I don't want to be dramatic here, but there's no better word. They are arsonists. They are burning our planet.

And when our cities start literally to burn like Winthrop did last summer, when a major city like Spokane starts to burn because those ashes from the forest fires actually reach our city and we can't put all the fires out, people will ask, Well, who caused this? And I don't think it's overstated to say that it's arson because it's intentional. The coal and oil companies intentionally are misleading the public that this is a safe thing to do.

That's what I have to say.

Submission Number: ***MBTL-SEPA-DEIS-0002419***

Received: 6/9/2016 6:23:01 PM
Commenter: Jack Holmquist
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0000565***

Received: 5/19/2016 6:09:30 PM
Commenter: Sandra Holstein
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002983***

Received: 6/13/2016 3:55:40 PM
Commenter: Robert Holt
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000149***

Received: 5/9/2016 1:21:27 PM
Commenter: Bart Holthus
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0001523***

Received: 5/31/2016 4:45:37 PM
Commenter: Bart Holthus
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0002107***

Received: 6/7/2016 5:06:12 PM
Commenter: marla holthus
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough, now it is time to move forward with a fair process for permitting. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0000549***

Received: 5/19/2016 5:55:38 PM
Commenter: William Holtman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Honken, Scott (2406)

Submission Number: ***MBTL-SEPA-DEIS-0002406***

Received: 6/9/2016 6:15:25 PM
Commenter: Scott Honken
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0002881***

Received: 6/13/2016 2:58:50 PM
Commenter: Maurice Hooks
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002882***

Received: 6/13/2016 2:58:50 PM
Commenter: Maurice Hooks
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Hooper, Mari (0535)

Submission Number: ***MBTL-SEPA-DEIS-0000535***

Received: 5/19/2016 5:38:16 PM
Commenter: Mari Hooper
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002047***

Received: 6/6/2016 7:32:57 PM
Commenter: Deborah Hopkins
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
The impact of particulate matter released from the trains and their cargo will be significant from the standpoint of human health. As a voting resident of Washington I request that there be a Health Impact Study done for the increased train traffic with particular emphasis on the transport of this large amount of coal throughout the region. Despite an overall drop in WA states asthma rates over the last 7-8 year, Cowlitz county has consistently had higher than target rates in asthma hospitalization. This will not improve if this project is approved. 2010-2014 (Asthma Hospitalization Rate: 7.8-10, 5.96-7.78, # 0f counties: 8/7) North East counties: Ferry, Stevens, Lincoln, Pend Orielle, Spokane Central counties: Yakima, Pierce, Benton, King, Chelan, Whatcom Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2009-2013 (Asthma Hospitalization Rate: 8.8-12.42, 6.68-8.8, # of counties: 8/7) North East counties: Ferry, Lincoln, Pend Orielle, Spokane, Stevens Central counties: Yakima, Pierce, Benton, King, Chelan, Whatcom Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2007-2011 (Asthma Hospitalization Rate: 9.11-13.85, 7.1-9.1 , # of counties: 8/8) North East counties: Stevens, Lincoln, Pend Orielle, Spokane, Ferry Central counties: Yakima, Pierce, Benton, Whatcom, Grant, Adams, Franklin Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2006-2010 (Asthma Hospitalization Rate: 8.9-14.2, 7.26-8.94, # of Counties 8/8) North East counties: Stevens, Lincoln, Spokane Central counties: Yakima, Pierce, Benton, Grant, Adams, Franklin, Klickitat Whatcom Coastal: Cowlitz, Clalam, Wahkiakum, Jefferson, Grays Harbor 2005-2009 (Hospitalization Rate: 9.6-14.75, 7.6-9.6, # of Counties 8/8) North East counties: Stevens, Lincoln, Spokane, Central counties: Yakima, Adams, Klickitat, King, Pierce, Benton, Grant, Franklin, Whatcom Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor 2001-2005 (Asthma Hospitalization Rate: 9.56-12.56, 8.7-9.56, # of Counties 9/7) Eastern counties: Stevens, Lincoln, Spokane, Columbia Central counties: Yakima, Whatcom, King, Pierce, Grant, Adams, Franklin Coastal: Cowlitz, Wahkiakum, Clalam, Grays Harbor, Jefferson

Air Quality and Asthma in WA state: What do we know?

Deborah A. Hopkins

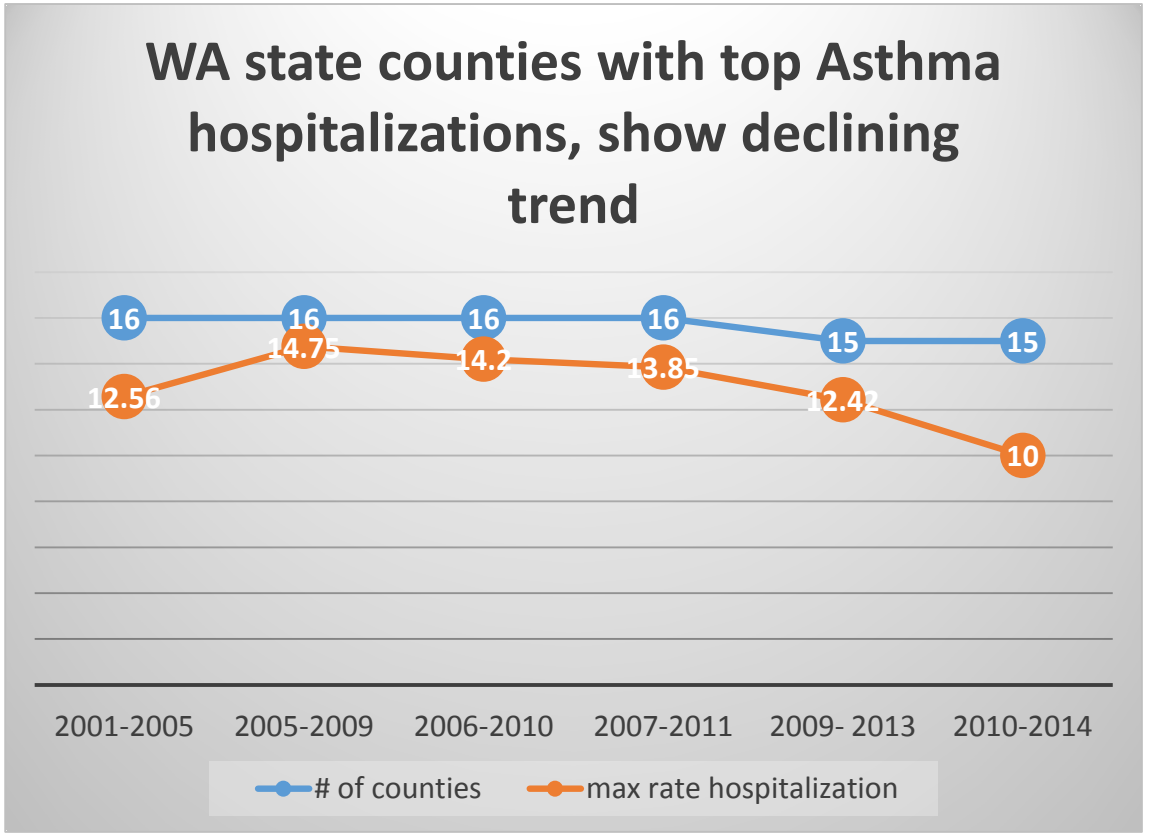
Candidate for Master of Arts in Policy Studies

May 2016

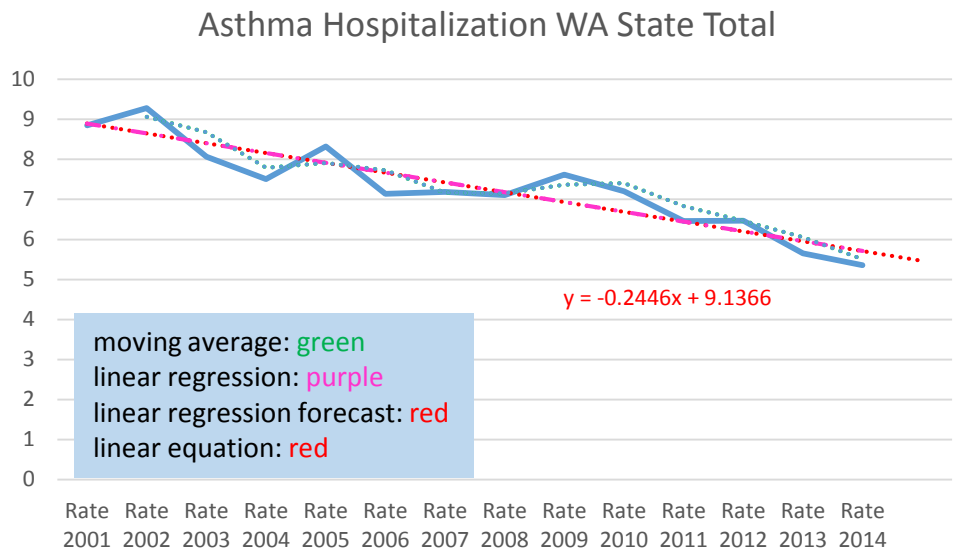
Hopkins, Deborah (2047)

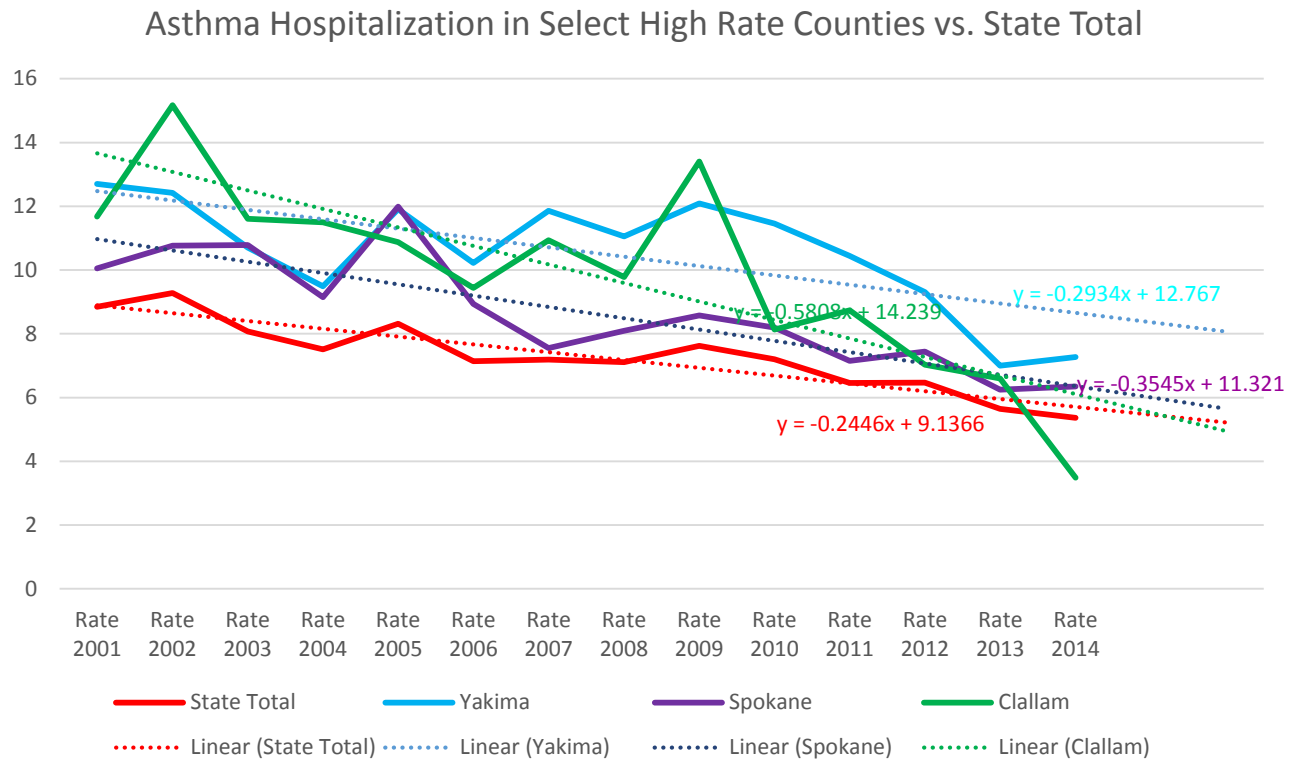
WA state shows a declining trend in Asthma Hospitalization rates

- The number of counties with highest rates of hospitalization (>8/10,000) has begun to decline
- The Maximum rate of hospitalization category (how high above >8/10,000) initially increased from 12.5 in early 2000s, reached a peak of 14.75 in mid to late 2000s and has now begun a steady decline to 10 in the first half of the 2010's
- Fewer counties have hi rates and the rates are shrinking



While WA state as a whole is improving, still need to address “at risk” counties



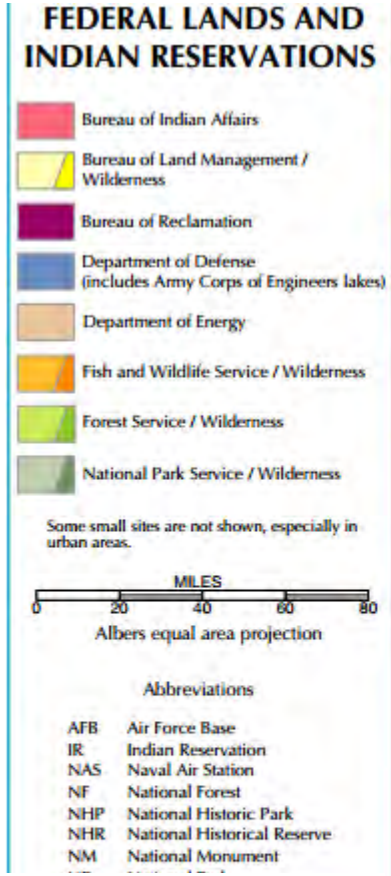


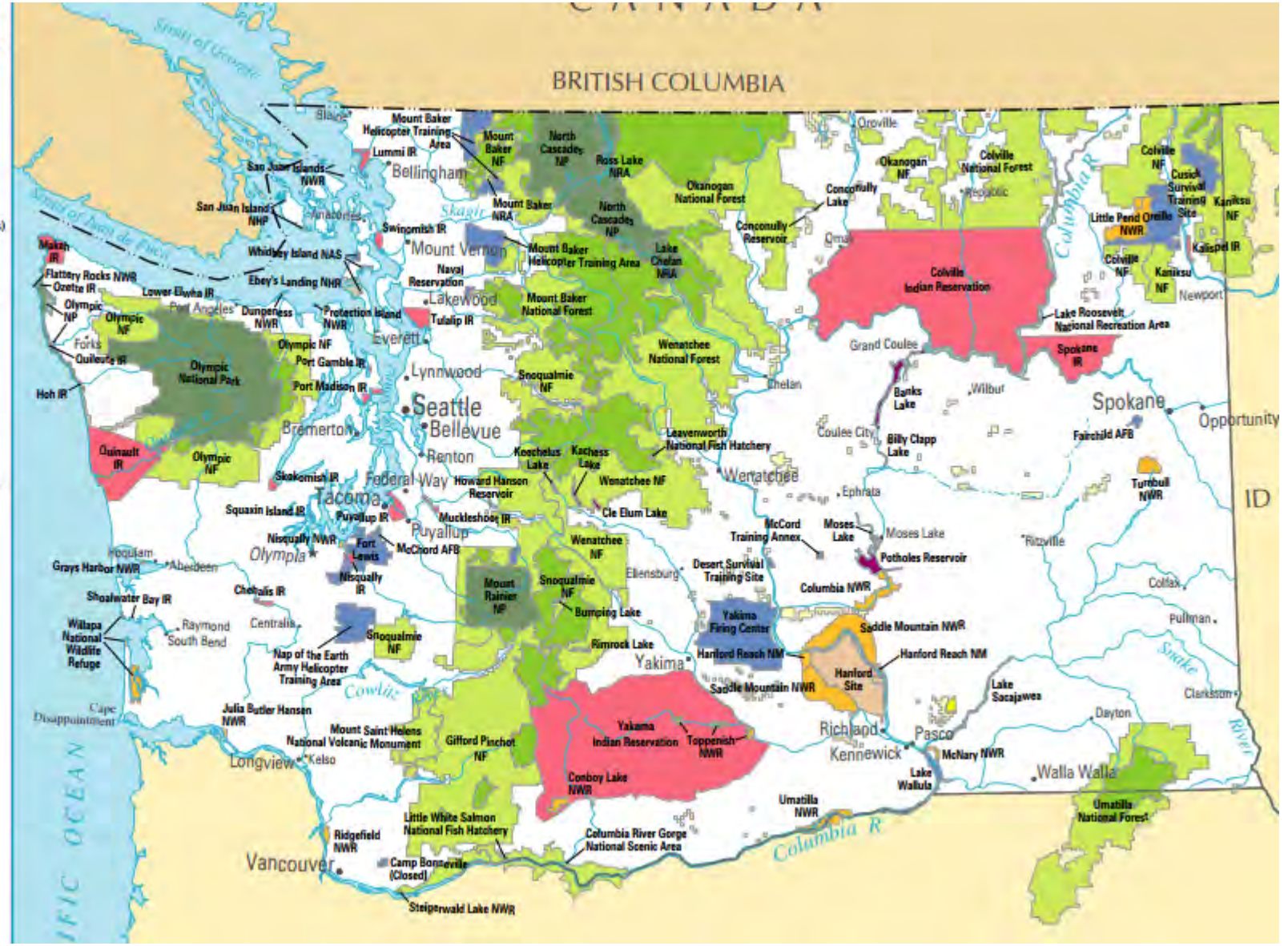
- Where rates are higher than state
- Where negative trend is less well established
- Where values are “not reliable”
- Where data is missing/suppressed

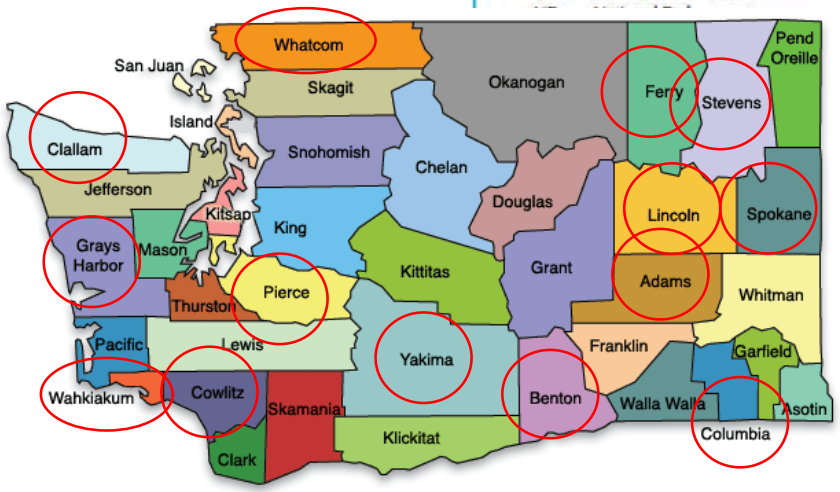
What policy(s) could be responsible for this decline? The benefits are clear, identify community specific cause(s) and compare cause(s) across counties….

- Awareness (training healthcare workers, educating patient communities)
- Monitoring of air quality (PM 2.5, ozone…)
- New asthma therapeutics on market
- Air Pollution Education programs for public (idle free zones)
- Education programs physicians (asthma management strategies)
- Reduced pesticide use
- ??

Hopkins, Deborah (2047)







Red circle represents regions where asthma hospitalization rates were greater than 8 for more than half of the years recorded for that county (2001-2014)

Hopkins, Deborah (2047)

WA state Asthma Hospitalization Rate by County in 5 year windows



2010-2014 (Asthma Hospitalization Rate: 7.8-10, 5.96-7.78, # 0f counties: 8/7)
North East counties:
Ferry, Stevens, Lincoln, Pend Orielle, Spokane
Central counties:
Yakima, Pierce, Benton, King, Chelan, Whatcom
Coastal:
Cowlitz, Wahkiakum, Clalam, Grays Harbor

2009-2013 (Asthma Hospitalization Rate: 8.8-12.42, 6.68-8.8, # of counties: 8/7)
North East counties:
Ferry, Lincoln, Pend Orielle, Spokane, Stevens
Central counties:
Yakima, Pierce, Benton, King, Chelan, Whatcom
Coastal:
Cowlitz, Wahkiakum, Clalam, Grays Harbor

2007-2011 (Asthma Hospitalization Rate: 9.11-13.85, 7.1-9.1 , # of counties: 8/8)
North East counties:
Stevens, Lincoln, Pend Orielle, Spokane, Ferry
Central counties:
Yakima, Pierce, Benton, Whatcom, Grant, Adams, Franklin
Coastal:
Cowlitz, Wahkiakum, Clalam, Grays Harbor

Hopkins, Deborah (2047)

WA state Asthma Hospitalization Rate by County in 5 year windows



2006-2010 (Asthma Hospitalization Rate: 8.9-14.2, 7.26-8.94, # of Counties 8/8)
North East counties:
Stevens, Lincoln, Spokane
Central counties:
Yakima, Pierce, Benton, Grant, Adams, Franklin, Klickitat Whatcom
Coastal:
Cowlitz, Clalam, Wahkiakum, Jefferson, Grays Harbor

2005-2009 (Hospitalization Rate: 9.6-14.75, 7.6-9.6, # of Counties 8/8)
North East counties:
Stevens, Lincoln, Spokane,
Central counties:
Yakima, Adams, Klickitat, King, Pierce, Benton, Grant, Franklin, Whatcom
Coastal:
Cowlitz, Wahkiakum, Clalam, Grays Harbor

2001-2005 (Asthma Hospitalization Rate: 9.56-12.56, 8.7-9.56, # of Counties 9/7)
Eastern counties:
Stevens, Lincoln, Spokane, Columbia
Central counties:
Yakima, Whatcom, King, Pierce, Grant, Adams, Franklin
Coastal:
Cowlitz, Wahkiakum, Clalam, Grays Harbor, Jefferson

- The Tracking Network Nationally Consistent Data Measures define “asthma hospitalization” as resident hospitalizations for asthma which are coded to ICD-9-CM code 493.XX in the primary (first listed) discharge diagnosis field.
- Acute exacerbations of asthma (asthma attacks) most commonly present to hospital emergency departments (ED). Relatively few ED visits for asthma result in an inpatient hospital admission, and therefore asthma hospitalization data do not provide a complete picture of the burden of severe or unmanaged asthma cases among Washington residents. There is no statewide database of ED visits in Washington.

Standards

- The target for children and adults aged 5 to 64 is 8.7 hospitalizations per 10,000 (age-adjusted).
- The target for adults aged 65 years and older is 20.1 hospitalizations per 10,000 (age-adjusted).

Citation

- Washington Tracking Network, Washington State Department of Health. Web. "Asthma Hospitalizations: Age-Adjusted Rate per 10,000 (for specified age groupings)". Data obtained from the Center for Health Statistics. Washington Comprehensive Hospital Abstract Reporting System (CHARS). Published: 2014.

Submission Number: ***MBTL-SEPA-DEIS-0002178***

Received: 6/7/2016 6:59:23 PM
Commenter: Colleen Hoppert
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Horn, Thomas (0547)

Submission Number: ***MBTL-SEPA-DEIS-0000547***

Received: 5/19/2016 5:54:02 PM
Commenter: Thomas Horn
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0002086***

Received: 6/7/2016 4:50:52 PM
Commenter: John Horsley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***TRANS-LV-Q1-00010***

Received: 5/24/2016 12:00:00 AM
Commenter: Thomas Horsley
Organization:
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 Thomas Horsley. I'm from Castle Rock, Washington. I'm for it. So I had three cousins that worked in the coal mines in Decker, Montana, and they all retired from there without any health effects and some of their kids are working there. I grew up 15 miles or so from Decker, Montana, so I could never see any bad effect, okay, from it, and I think we need the jobs. I've got a grandson that lives here, and he's unable to find a really good job. Back there in Wyoming, working in the coal -- the Decker coal mine was considered a very good job and it was a clean job. I would like to see them proceed. They shouldn't have to bankrupt every company that puts in a permit that tries to build something here.

My name is Larry Horst. I reside in Kelso.

The saying "don't bite the hand that feeds you" comes to mind when I consider the Millennium Terminal surrounding the most vital business in Cowlitz County, BPA. This company provides the public power we all depend upon.... ironically even Millennium. I worked for BPA for 30 years, retiring as the Electrical Maintenance Supervisor (Electrical Foreman III) at the Longview Substation.

BPA's highly intricate and extensive equipment would directly adjoin the terminal. In my opinion, it defies logic to think that NONE of the openly stored 44 million metric tons of conductive coal dust will ever be carried by prevailing westerly winds causing a loss of power, equipment, fire, explosion or injury to employees. This indispensable public service should be allowed to operate unencumbered by Millennium.

While dust is a major issue, so too is access. The mile and a half long coal trains blocking BPA's only access every 1½ hours, 24/7, is a safety and logistic nightmare. Millennium's mitigation for this blocked access is a 2½ mile detour around the coal terminal plus opening a minimum of two security gates. This additional travel time creates a delayed response to an emergency, and in the event of an accident or heat attack, this could result in the unacceptable difference of life or death. Minutes matter!

I request the final EIS address our communities' priorities concerning these two companies. Millennium provides a product foreign countries use, whereas BPA provides a product that 100% of Cowlitz County residents and businesses need and use.

I therefore support the No Action Alternative.

Thank you,

Larry Horst

Larry Horst
1020 Kool Road
Kelso, WA 98626

Submission Number: ***TRANS-LV-M1-00021***

Received: 5/24/2016 12:00:00 AM
Commenter: Linda and Larry Horst
Organization:
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 Linda Horst. I will be reading comments by Larry Horst. We live in Kelso. The saying "Don't bite the hand that feeds you" comes to mind when I consider the Millennium Terminal surrounding the most vital business in Cowlitz County, BPA. This company provides a kind of power we all depend on, ironically even Millennium. I worked for BPA for 30 years, retiring as the electrical maintenance supervisor at the Longview Substation. BPA's highly intricate and extensive equipment would directly adjoin the terminal. In my opinion it defies logic to think that none of the openly-stored million metric tons of coal dust will ever be carried by prevailing winds causing loss of power, equipment, fire, explosion, or injury to employees. This indispensable public service should be allowed to operate unencumbered by Millennium. While dust is a major issue so too is access. The mile-and-a-half long trains blocking BPA's only access every one and a half hours 24-7 is a safety and logistic nightmare. Millennium's mitigation for this blocked access is a two and a half mile detour around the coal terminal, plus opening a minimum of two security gates. This additional travel time creates a delayed response to an emergency, and in the event of an accident or heart attack, this could result in an unacceptable difference of life or death. Minutes matter. I request the final EIS address our community's priorities concerning these two companies. Millennium provides a product foreign countries use, whereas BPA provides a product 100 percent of Cowlitz County residents and businesses need and use. I therefore support the no action alternative. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000449***

Received: 5/17/2016 7:11:19 PM
Commenter: Milton Horst
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0000308***

Received: 5/10/2016 7:58:26 PM
Commenter: Joel Houston
Organization:
State: South Carolina

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Coal terminal projects are irresponsible exporting of greenhouse gases for which this country will become liable in future years. To prevent the county,state, and federal government from being penalized in world courts in future, this application must be rejected before anyone wastes any more precious resources on it.

Submission Number: ***MBTL-SEPA-DEIS-0002649***

Received: 6/13/2016 12:16:44 PM
Commenter: Robert Houtz
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002826***

Received: 6/13/2016 2:38:43 PM
Commenter: David Hovde
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000832***

Received: 5/24/2016 12:24:32 PM
Commenter: Celeste Howard
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I oppose the Millennium Bulk Terminal proposal for the following reasons: 1. Danger to the communities through which trains carrying coal must pass. Derailment is common, fires are not uncommon. Coal dust escapes from open rail cars and is carried in the air over these communities; coal dust contains known carcinogens and heightens the potentiality for asthma and many other health-related consequences. 2. Coal dust left by the passage of coal-carrying trains pollutes the ground, the groundwater, and the streams close to the tracks. This pollution is especially serious for the Columbia River and its tributaries. 3. There is no way to mitigate these dangers due to coal dust. Any promise of mitigation is bound to prove false. 4. Increased traffic from additional trains required by the project interferes with local traffic at all rail crossings along the route and interferes with normal business as well as emergency transportation. 5. Such projects continue to support extraction and burning of fossil fuels. This human activity has already gone on far too long, and we can no longer plead ignorance of its disastrous effects on the environment, on plant and animal life, and on the future livability of the planet. We have a moral duty to stop such activity NOW.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☑ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☑ Coal Dust
- ☐ Greenhouse Gas
- ☑ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☑ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am very concerned with this project for a number of reasons. I am concerned about the serious amount of pollution that is emitted by the diesel trains that ~~stop~~ transport the coal from Wyoming & Montana as they travel across the N.W. As well as the diesel fuel pollution I am concerned about the constant spilling of coal dust along the tracks.

I don't believe that the shipping of 44 million

(additional space is provided on the back)

(comment continued)

metric tons of gear to be burned in China and then blown on the trade winds back to the U.S.

While driving along Hgwy 14 on the Washington side of the Columbia Gorge I was accompanied by a speeding train that was rocking & rumbling just a few feet above the river. It is just a matter of time before one of those ~~to~~ 8 loaded 125 car long trains plunge into the Columbia.

I am also concerned about the effect on train traffic moving through the cities along the route. 1.3 mile long trains will give significant delay to emergency vehicles.

There is no amount of money that can make the effects of this burning of fossil fuel worth while in regards to global warming.

Chris Howard
734 University
Walla Walla, WA 99362

Submission Number: ***TRANS-PASCO-M2-00020***

Received: 6/2/2016 12:00:00 AM
Commenter: Chris Howard
Organization:
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 for the opportunity to speak. I'm Chris Howard from Walla Walla, Washington.

I'm very concerned with this project for a number of reasons. Mainly because it's a factor to the ongoing problem of global warming that I can't believe we're here even discussing it because it is a scientific fact.

By taking 44 million metric tons of coal every year and adding that to the -- it's going to go to Asia and be burned and put into the atmosphere. I can't believe that will be considered when we know that the glaciers -- look at Glacier National Park. I mean, it's going to have to be renamed before long. The same thing with the water in the Pacific. The water is rising because of the increased global warming, so I'm concerned about that.

I'm also concerned about some of the things already mentioned such as the traffic problem as these trains go all the way from Wyoming through Spokane and Pasco and all of these other cities. What about the emergency vehicles that have to try to get through the traffic stops with 1.3 mile-long trains? Have you ever -- we've all had to stop for a train before. I've never stopped for one that was 1.3 miles, I don't think.

I'm also concerned about the emissions that the trains will make from diesel fuel as they travel across the county, and that's going to be another pollution factor that we should be taking into consideration.

So I just want to say quickly, I was driving along Highway 14 in Washington on my way to the Longview area and happened to have a train right beside me on the highway, and it was just feet above the Columbia River. The way it was rumbling along, it could have gone in at any time. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001868***

Received: 6/2/2016 6:14:47 PM
Commenter: Jason Howard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0001540***

Received: 5/31/2016 4:57:07 PM
Commenter: Wilfred Howe
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***TRANS-PASCO-M1-00078***

Received: 6/2/2016 12:00:00 AM
Commenter: Gary Howell
Organization: Pasco Safety Committee, BNSF
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 Gary Howell (phonetic). I was a member of the military here in the United States for 14 years. I was a sergeant. I've been in Desert Storm. I would like you to know I'm now a member of the BNSF. I have been a freight conductor for 20 years with the BNSF.

I'm also the chairman on the legislative board for BNSF for my union and also the chairman of the Pasco Safety Committee. I run these trains up and down the tracks. I have my window open. I have my desk with my paperwork up on top. No coal dust comes through that window on me.

Numerous trains pass me, nothing. We're not affected. We have a coal spray facility near Pasco that we built to prevent this. I hear the opposition talk about the coal that's piling up along the rail and the BNSF is going out there and vacuuming up. If they did have to do that, they would have to call me up and have me and my crew do that. That's not happening.

I represent 2,289 employees. Out of Pasco I have 34 members who are laid off for lack of jobs because these trains have been slowed down.

I also would like to tell you about the track maintenance. We have track inspectors who run the track behind us every day up and down the track for heat testing and other items. So that's not true.

First responder, we are the first responder on the scene in case of injuries. And if a train is going to delay, they said, crossings for 20 minutes, think about how slow that train is going through that crossing. Think about how fast we're going. We wouldn't be delaying cars for 20 minutes.

I see the opposition bringing up young kids. I can bring those same kids and tell you about jobs.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003149***

Received: 6/13/2016 6:05:27 PM
Commenter: Thomas Howell
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied and get on with it already. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop. Sincerely, Thomas W. Howell chopogordo@msn.com 98665

Submission Number: ***MBTL-SEPA-DEIS-0003435***

Received: 6/14/2016 7:56:52 AM
Commenter: Dave Hoyt
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I very much believe in having a well planned, environmentally safe facility available to export coal to overseas markets. From a Wyoming point of view there is a huge economic impact at stake as coal mining is a major player to the well being to our state. When coal miners lose their family supporting jobs and mines shut down the collateral damage is enormous and this is happening big time. In spite of popular belief from environmentalists and vote getters this country needs an economy. People need jobs, they want to support their families and be good tax paying citizens that stay entrenched in communities that are part of this wonderful state. Wyoming is an energy producer and we do things right and the economy of other states and communities can have an economic boost and enhanced tax base from such an export facility proposed at Longview. Lets not be blind and close minded. Coal is safer and cleaner than ever and there is new technology being worked on constantly to clean it up even further. The EPA has a full Nelson on the industry and keeps changing the standards to make compliance nearly impossible. Also the propaganda coal has received is unprecedented it has received a bad rap and it is time to change that thinking and realize the economy is extremely important to the states involved and this nation.

Submission Number: ***MBTL-SEPA-DEIS-0002217***

Received: 6/7/2016 7:30:35 PM
Commenter: Charles Hubbard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

thank you for allowing the public to weigh in on such an important issue. we definitely should NOT be building, maintaining, or supporting any infrastructure that is specifically or exclusively used for fossil fuel extraction, transport, or refinement. if this project is near the ocean i would encourage you to consider supporting the development of renewable technologies such offshore wind farms, or generating electricity from the motion of ocean waves. investment in this type of technology would provide jobs for families now without ruining salmon habitat locally, or contributing to climate change globally. please do what is in the best interest of future generations and don't sell out or current and future environmental quality for the short term economic gains associated with continued support of the fossil fuel industry. using taxpayer money to subsidize our societies suicide by environmental degradation is fiscally irresponsible at best, and intentionally misleading and corrupt at worst.

June 6, 2016

Delivered via comment portal:
https://public.commentworks.com/cwx/mbtldeiscommentform/

To: SEPA Co-Lead Agencies:
Cowlitz County Department of Building and Planning
Washington State Department of Ecology

RE: Comments on Draft EIS for proposed Millennium Bulk Terminals coal export terminal at Longview, Washington

Dear SEPA Co-Lead Agencies:

Thank you for this opportunity to submit comments on the draft Environmental Impact Statement (EIS) for the proposed Millennium Bulk Terminals coal export terminal (MBT project).

I am a resident of the San Juan Islands, concerned about preserving and protecting my beautiful home from the potentially harmful effects from this proposed coal export terminal.

Even though we are nearly 300 miles away (as the orca swims) from the proposed terminal's site, our islands and their residents face direct, indirect and induced damage to the health of our environment due to the project's increased shipping traffic, with its accompanying underwater noise, air and water pollution, increased risk of a fuel/cargo spill and potential impacts to federally listed threatened and endangered fish, wildlife and marine mammals under the US Endangered Species Act.

THE MILLENNIUM BULK TERMINALS COAL EXPORT TERMINAL THREATENS THE ECONOMY OF THE SAN JUAN ISLANDS

People come to the San Juan Islands from all over the world to enjoy the natural environment and to see birds and marine life. The San Juan

Islands' economy is inseparably linked to the beauty of our environment and the health of our marine ecosystems. Many islanders depend upon a healthy and sustainable salmon fishery and Orca population. Tourism is the primary economy in San Juan County and our resident Orca whales are the prime driver of that economy.

San Juan County's current economic bread and butter are visitors, retirees, and part-time residents who have vacation homes in the islands. With a boost from the designations of "#1 Island in the U.S." by Trip Advisor," #2 in the New York Times' Best Places to Visit," "#3 on Lonely Planet's 'Top 10 Destinations for 2013'", and National Monument status, the San Juan Islands are now a major tourist destination. San Juan County's visitors and part-time residents provide significant state and local tax revenues. [1] In 2012, more than 700,000 people visited our islands and spent nearly $158 million.[2] In the same year, 1,850 jobs here were directly related to the travel industry.[3] During August 2015, the peak travel month, the total number of non-agricultural jobs — direct (due to tourism), indirect and induced — in San Juan County was 6,550.[4]

UPPER COLUMBIA RIVER AND SNAKE RIVER CHINOOK SALMON ARE ESSENTIAL FOR THE SURVIVAL OF SAN JUAN COUNTY'S ORCA WHALES

The Southern Resident Killer Whales (SRKW), also known as the orca whale, is San Juan County's icon. As noted above, our tourism-driven economy is dependent on these charismatic marine mammals. The birth rate of the SRKWs is strongly correlated with the abundance of Chinook salmon. New information shows that abundant runs of Columbia and Snake River Chinook salmon are important to the long-term survival of the SRKW.[5]

Since the Southern Resident Killer Whale was listed as Endangered under

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[1] San Juan County collected $884,314 and the Town of Friday Harbor collected $298,830 in lodging taxes in 2012. Treasurer, Town of Friday Harbor; San Juan County Treasurer's Office.
[2] San Juan Islands Visitors Bureau, http://www.visitsanjuans.com
[3] Dean Runyan Associates "Washington State Travel Impacts and Visitor Volume, 2002-2012."
[4] Washington State Employment Security Department, Labor Area Summaries, https://fortress.wa.gov/esd/employmentdata/reports-publications/regional-reports/labor-area-summaries.
[5] https://www.nwfsc.noaa.gov/research/divisions/cb/ecosystem/marinemammal/satellite_tagging/index.cfm

the Endangered Species Act in 2005, the National Oceanic and Atmospheric Administration (NOAA) has funded studies of SRKWs to better understand how they can be protected. A key part of this effort is defining Critical Habitats that are essential for their traveling, foraging, resting, and reproduction. It is well established that SRKWs spend much of the summer near the San Juan and Canadian Gulf Islands, but winter sightings had been rare until a satellite-tracking device was attached to individual whales in K and L pods. This NOAA-funded project has tracked the winter travels (from 2012 to present) of both the K and L pods of Southern Resident Killer Whales along the outer coast from the Strait of San Juan de Fuca to Northern California, spending much of their time around the mouth of the Columbia River. Because Chinook salmon is the preferred food of the SRKW, they were likely feasting on upper Columbia and Snake River Chinook salmon that were transiting these waters at the time.

Juvenile Chinook salmon use the lower Columbia River for migration and sustenance. Adult salmon must migrate along the Columbia River past the site of the proposed coal terminal. Impacts associated with the proposed terminal – its construction and its operations – including fuel spills from vessels visiting the terminal, are potential threats to maintaining Chinook salmon runs adequate to sustain the Southern Resident Killer Whale population. Therefore, I request that the final EIS for the proposed MBT project include a study of impacts to our San Juan County economy based on the impacts to the SRKW based on the project's direct impacts to this key salmon population.

Please address the following impacts in the final EIS for the MBT project:

Based on the adverse impacts outlined in the Draft EIS for the MBT project, including the adverse impacts from the increased risk of oil spills, to endangered Columbia Chinook salmon, an essential food for the Orca, in the Columbia River…

· What is the economic threat from the loss of Orca to the economy of San Juan County in Washington State?

· What would be the loss of property values in San Juan County and what

would be the loss of tourism and real estate sales from depleted fish and wildlife populations such as Orca in the event of a major oil spill in the Columbia River?

In analyzing each and all of the above impacts, what would a “worst case scenario” look like in the presence of each of the plausible, compounding factors or events, including but not limited to human errors, storms, earthquakes, tsunamis, and other planned/proposed projects that may contribute to increased cumulative impacts and chance of accidents? What would a “worst case scenario” look like for all the above plausible, compounding factors combined? What would be the estimated damages in dollars, overall and for San Juan County in particular, if such a “worst case” event were to happen? Will the MBT project have sufficient insurance coverage to insure against the “worst case” damages and economic losses?

Thank you for your consideration of these issues in the final EIS for the MBT project.

Sincerely,



Ms. Shaun Hubbard
PO Box 805
Friday Harbor WA 98250
shaunalice@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0001825***

Received: 6/2/2016 5:39:56 PM
Commenter: Fred Huckfeldt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***TRANS-LV-Q1-00041***

Received: 5/24/2016 12:00:00 AM
Commenter: Glen Hudson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Glen Hudson. I have lived in coal and oil environments most of my life and am convinced from experience that these resources must be used as cleanly as possible. In other words, pay the expenses to keep them from polluting the environment and harming our health. For example, have everyone using them use the proper equipment, e.g., filter and scrubbers. I want coal and oil from the U.S. to be used here and not sent overseas where quality control is less and our raw materials may be used against us. We need to continue developing and using cleaner things like solar, wind, wave, geothermal, et cetera. We've seen people exploited as well as our land for a few people's profit while others suffer. We must do better. Longview, Washington is in a valley, and we do not need more pollution from diesel fumes. We already have enough from the mills. Likewise for rail traffic delaying other traffic, noise is too much already. Our fire departments are already busy enough as is our hospital and other emergency services. We don't want more tax increases to enlarge them to serve the coal and oil profiteers. We are already getting better industry into our area without causing more problems. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001705***

Received: 5/31/2016 7:06:56 PM
Commenter: John Huff
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000015***

Received: 4/29/2016 8:38:14 PM
Commenter: Keath Huff
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Mitigation is key to this job creation project. The direct impacts to the environment and place can be and should be mitigated. Our economic future should not hing on the "potential" or second/third hand impacts, particularly the consumption of coal in another country that will in fact use coal from wherever it can be supplied.

Submission Number: ***MBTL-SEPA-DEIS-0002157***

Received: 6/7/2016 6:43:31 PM
Commenter: David Huggins
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0002947***

Received: 6/13/2016 3:26:36 PM
Commenter: Sean Hughes
Organization:
State: Texas

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***TRANS-LV-Q3-00016***

Received: 5/24/2016 12:00:00 AM
Commenter: Susi Hulbert
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Susi Hulbert, S-U-S-I, H-U-L-B-E-R-T, Longview, Washington. And I am, what did it say, please voting for the no action. Actually, I don't want it here totally. It needs to be cleaned up. We need to have good, clean, not toxic land to attract somebody that has a good viable business.

For all the physical problems of coal, meaning mainly our health -- and actually the health of the environment, rivers, land, air. We just can't afford to get more problems. There are enough problems already. So coal, if you really read about coal you'll see, it is just not for us. And we wouldn't be making any money off of it. We would only be guinea pigs for maybe health studies and see how bad our health will get. So I am totally against it.

I am not against new jobs, but I think that if we have a cleaned-up area we could attract some business that wants that cleaned up area. That has been free for a long time, free meaning available, and nobody's wanted it. Because I think if I were a business I wouldn't want to have my business on top of a toxic landfill. And putting another business of bad toxic things on top of toxic land, does not -- you know, it's not like a map, two negatives make a positive. It doesn't work that way with the environment.

So I'm just so hoping -- we've been trying a long time, and I think a lot of people don't realize how important it is because we can't -- only in the mass of people can we fight against big money. And big money even impresses people with no money, unfortunately.

So we just have to -- I don't know, I think our -- the people that we trust to run the City, to run the things, none of them really care about the area. I think it's been bad for a long time. I've lived here since 1970, and I'm very disillusioned with people in power, where I would think they would be thinking for the other people and for the good, not for the money they can make but for the good of the area.

And so now I'm doing this and I'm working at trying to get people involved in cleaning up the air, keeping it clean. I don't understand why people even litter. I mean, I'm just totally for the environment because that's all we have to give to the future, from our children or our children's children or somebody's else's children if we don't have children.

So I sure hope that -- from what I've heard, I've only heard a little bit about the IEP (sic) as it's called, you know the statement, you know, it's not that it's a just a little nuisance kind of thing and that the coal isn't -- and I'm thinking, have they not looked into it? You know, I just don't understand.

So, it's like if somebody wanted to bring something toxic and go over my land all the time, I would say no. Even if they offered me a thousand dollars every time they came through. Because I can't clean the air with the thousand dollars they give me.

And I look at, this is the same. All these trains coming through a city, we have wind every evening. And it's going to be the same, it will be blowing into all the neighborhoods. And it's not just us.

But I've taught in this area where it's really bad, and I never realized it was so bad. And then when I looked into it more then I learned. But when I first started school, I knew that the poorer people lived there but I didn't realize how bad it really was. So, we need to do it now before we get worse.

And I also have no faith in the coal companies, because the big coal company just filed bankruptcy. So all they have to do is get as much as out of this as they can. And it's not going to be much because the whole world is switching away from fossil fuels. And then they'll just declare bankruptcy and we'll be stuck with land with a little bit more toxic land.

So, I guess that's more than you needed to hear.

Hulings, Jeffrey (0724)

Submission Number: ***MBTL-SEPA-DEIS-0000724***

Received: 5/23/2016 1:19:18 PM
Commenter: Jeffrey Hulings
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0001143***

Received: 5/25/2016 10:20:10 AM
Commenter: Noreen Hulteen
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I was raised in coal country in England. I suffer from scarred lungs. I never worked in the industry, and I left when I was 16 years old -- but, at 81 years of age, I still have dust motes in my eyes and limited breath intake as a result of 16 years of exposure to dust in the air. There is no way to transport, burn, or store coal without damaging the environment the workers, the water, and innocent people. Our local river was made toxic, and this seeped into the ground water, causing an epidemic of stomach cancer in the area. COAL KILLS. I am sure you claim the value of "Jobs." Yes dangerous jobs that will leave workers gasping their last breaths with Black Lung.

Submission Number: ***MBTL-SEPA-DEIS-0000593***

Received: 5/19/2016 6:36:47 PM
Commenter: Shirley Humes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000627***

Received: 5/20/2016 1:09:44 PM
Commenter: Terrance Humes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn't threaten trade or the jobs that depend on it. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001702***

Received: 5/31/2016 7:04:28 PM
Commenter: Ryan Hunnicutt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Hunt, David (1763)

Millennium Coal Export Terminal DEIS (MBT DEIS)
(Proposed for Longview, WA)

RECEIVED
MAY 20 2016

Hearing: 5/26/2016 1pm Spokane Convention Center

My name is David Hunt (615 W. 23rd, Spokane, WA. 99203)
I own homes in both Spokane and North Idaho.

I wish to offer the following comments on the MBT DEIS

A few general notes, followed by my specific comments / testimony and inclusions for the DEIS Hearing and body of knowledge:

My general comments & notes:

No one: not those proposing the Millennium Bulk Terminal, not BNSF or UP, not the Port of Longview, not the EFSEC, not the State of Washington has ANY right or (statistical percentage of a right) - to impose a hazard or potential for hazard - death, injury, or environmental destruction - upon other human beings. This may sound very simplistic, however, for the sake of profit - all of the statistics, calculations, and formulas in the MBT proposal and a DEIS / EIS are no more than a sophisticated attempt to rationalize that very thing - that, for the sake of profit, these parties want the right to impose safety, health, and environmental hazards upon others who live along the rail lines or near the proposed facility site.

The corporate capitalist model of the last century is neither democratic nor sustainable. And neither, for that matter is humankind's continuation of a fossil fuel based economy and lifestyle. We know that now. It is foolishness to sacrifice our health, safety, and environment for very short term profit that benefits a very limited few - and in consideration of the inevitable - the end of the coal industry.

As the coal economy is near-dead, as has been well evidenced, and as anyone who has been paying attention fully understands - It is long past time to "Leave It In The Ground."

My specific comments:

It would be an egregious error to consider the MBT proposal in isolation - i.e., without also including the potential for impacts, risks, and hazards from the (also currently proposed

and under ...eration) Tesoro Savage Energy Distribution Terminal DEIS which has been proposed for the Port of Vancouver. Many concerns for one proposal are the same as for the other and a significant **compounding** of impacts, risks and hazards would most definitely occur if both proposals were to be permitted. The significance of this cannot be overstated and should not be overlooked.

The Draft EIS fails to incorporate a Health Impact Assessment (HIA). The failure to include an HIA (which is a critical component for decision making) is unacceptable and must be remedied prior to issuance of the Final EIS by including an HIA, with ample opportunity for public review and comment.

Even without an HIA, however, the DEIS confirms human health risks sufficiently to warrant the No Action alternative, and I encourage WA DOE and Cowlitz County to select the NO Action alternative in the Final EIS.

Coal Dust and Air Pollution Impacts from the proposed MBT and the associated transportation of coal to "feed" the facility warrant selection of a No Action alternative.

Diesel particulate matter was identified as the most likely contributor to cancer risk in Washington State.

In Longview, all rail traffic in the study area is projected to increase emissions for all air pollutants by about 11%,

Locomotive emissions in Cowlitz County are estimated to increase by about 6% overall with the proposed action. The largest emissions increase for a single pollutant would be for PM10, which would increase by approximately 15%.

Vessel emissions in Cowlitz County with the proposed action are estimated to increase by about 12%.

Cumulative vessel traffic in 2038 is projected to increase air emissions by about 24%.

Table 5.6-10. Estimated Maximum Annual Emissions *in Washington State* for Locomotive and Commercial Marine Vessels for the Proposed Action in Comparison with the 2011 Statewide Emissions Inventory:

Locomotives will emit 47 tons/year DPM (46 tons/year PM2.5 and 47 tons/year 10 DPM)

Marine vessels will emit 10 tons/year DPM (11tons/year PM 2.5 and 13 tons/year of PM 10)

Table 6-25. Estimated Maximum PM10 and PM2.5 Concentrations—BNSF Main Line in *Eastern Washington* will exceed the 24-hour PM10 and annual PM2.5 ambient air quality

Hunt, David (1763)

standard [illegible] et from the rail line.

With respect to hazardous air pollutants, the 2005 EPA National-Scale Air Toxics Assessment was used by Ecology to estimate cancer risk (Washington State Department of Ecology 2011). Inhalation cancer risks were highest in the major population centers along the rail route (Vancouver and Spokane), with a cancer risk of up to 500 cancers per million. For the smaller communities (Kelso-Longview, Spokane, Yakima, and Pasco), cancer risks were up to 300 cancers per million.

Table 6-21 shows violations of the National Ambient Air Quality Standards (NAAQS) for particulate matter (PM2.5) from coal dust in Cowlitz County.

"The estimated maximum monthly coal dust deposition along the BNSF main line in Cowlitz County would exceed the trigger level for certain residential receptors (Table 5.7-7)." Chap. 5 at 5.7-21.

"Residents who live along the main line could experience nuisance levels [of coal dust] which may visible soiling on window sills, outdoor furniture, and other property." Chap. 5 at 5.7-21.

"The average and maximum deposition of coal dust on the BNSF main line in Cowlitz County was estimated to be above the nuisance thresholds at 50 and 100 feet, and because no state or federal standards apply, this an unavoidable but not significant impact." Chap. 5 at 5.7-25.

Table 6-22. Estimated Average Maximum and Maximum Monthly Coal Dust Deposition—BNSF Main Line *in Cowlitz County* PM 2.5 and PM 10 are expected to exceed NAAQS.

Table 6-24. Estimated Average Maximum and Maximum Monthly Coal Dust Deposition—BNSF Main Line *in Columbia River Gorge* Average maximum and maximum monthly coal dust deposition for Columbia Gorge would be exceeded.Chap. 6 at 6-69.

Table 6-26. Estimated Average Maximum and Maximum Monthly Coal Dust Deposition—BNSF Main Line in *Eastern Washington*. The estimated average maximum monthly coal dust deposition is above the trigger level at 100 feet from the rail line.

Toxic constituents of coal include polycyclic aromatic hydrocarbons (PAHs) and trace metals, which are present in coal in variable amounts and combinations dependent on the type of coal.

The concentration of PAHs in Powder River Basin coal was not investigated.

Seventy percent of the Cowlitz County air toxic cancer risk is due to just three air toxics: PAHs, formaldehyde, and benzene. p. 694

Water Pollution Concerns:

Groundwater in the study area is confirmed to have benzene and petroleum/gasoline contamination above cleanup levels. 3.6-13

"Day-to-day rail operations could release contaminants to water resources immediately adjacent to the rail line, resulting in the potential for water quality impairment from increased rail transportation." Summary at S-24.

There is significant, unacceptable potential for hazards to water quality and fisheries from a failure or spill during loading of marine transport vessels.

Accidents:

There will be Unavoidable and Significant Adverse Environmental Impacts: "Proposed Action-related trains could increase the number of potential train accidents along in the rail routes in Cowlitz County and Washington State."

There will be Unavoidable and Significant Adverse Environmental Impacts: Without improvements to increase capacity, the Reynolds Lead; BNSF Spur; and three segments on the BNSF main line routes in Washington State (Idaho/Washington State Line–Spokane, Spokane– Pasco, and Pasco–Vancouver) are not projected to have the capacity to handle the projected baseline rail traffic and Proposed Action-related rail traffic in 2028.

The DEIS predicts over 11 additional rail-related accidents every year statewide, and an additional accident every year in Longview. When looked at in terms of cumulative risk including other proposed project, the DEIS predicts 19 coal train accidents per year.

Because of the health impacts that will be a direct result of the MBTL project, I respectfully request that the Final EIS include a Health Impact Assessment that addresses the following questions and includes a public comment process.

I. Health Impacts of Diesel Particulate Matter (DPM)

1. How much DPM and toxins will people be exposed at 50 feet, 100 ft, 200 ft, etc. up to 2 miles from the tracks when a train goes by? We request this data to be shown in an easy-to-understand format, including maps with "pollution contours" (isopleths).

2. How much DPM and toxins will result from the ships, including ships that are at anchor (staging), at the dock, andin transit?

3. What will the impact of temperature inversion weather conditions be on air pollutants?

4. How many people live within 50 ft, 100 ft, 200 ft, 500 ft, 1000 ft, 1 mile, and 2 miles along the transportation routesfrom the Powder River Basin and the Uinta Basin to Longview, from there to the mouth of the Columbia River, and from Longview to Pasco via Stampede Pass, including current and projected populations?

5. How many of the people living, going to school, or working within the distances above are children (including current and projected populations), and elderly? How many and whom have any form of pulmonary or cardiovascular disease?

6. How many increased asthma attacks, ER visits, and hospitalizations will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?

7. How many increased strokes will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?

8. How many increased myocardial infarctions (heart attacks) will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?

9. How many COPD exacerbations will result, including current and projected populations, and including under temperature inversion conditions? What is the economic cost? Who pays for the costs?

10. How much cancer will result, including current and projected populations? What is the economic cost? Who pays for the costs?

11. How much acrolein, acetaldehyde, formaldehyde, heavy metals (including but not limited to mercury, lead, and arsenic), 1,3-Butadiene, polycyclic aromatic hydrocarbons, or other toxins will be deposited cumulatively? This should be analyzed in a cumulative fashion, (i.e. additive) over the next 50 years (the operating life of the terminal).

12. What are the effects of chronic exposure of the above compounds on: Neonatal and childhood development? Neuro Developmental disorders? Blood and lymphatic systems? Respiratory system? Cardiovascular system? Reproduction? Cancer? What are the economic costs of these? Who pays the cost?

13. What is the cost of cleanup of the cumulative environmental contaminants? How effective is the cleanup? Who pays the cost?

14. Medical research comes forth at an intense pace. When new health impacts are

inevitably identified or quantified, how can the public be assured that their health will be weighed in the balance of ongoing risks/benefits to MBTL operations?

15. How many people in Cowlitz County, in Longview and in the Highlands neighborhood have pediatric asthma, adult asthma, COPD, cardiovascular disease, diabetes, are under 18 or over 65 years of age, and/or live in poverty?

II. Health Impacts of Coal Dust

1. How much coal dust from the mining and transportation of coal can be expected along each section of the transportation corridors from the Powder River Basin and Uinta Basin to the proposed terminal and then to the mouth of the Columbia River

2. How much accumulation will result after 50 years of transport or the operating life of the terminal

3. How many children and adults can be expected to have increased risk of asthma and

other respiratory diseases, including current and projected populations

4. How many coal train derailments can be expected along the rail corridor per year of operation of the proposed export terminal?

5. What will be the effect of contamination from coal dust and spills on farmland along the rail corridor?

6. What will be the effect of contamination from coal dust and spills on grazing animals used for human consumption?

7. What will be the effect of contamination from coal dust and spills on fresh water supplies for humans and animals?

8. What will be the effect of contamination from coal dust and spills on marine habitat for fish and other seafood?

9. What is the cost of cleanup of the cumulative environmental contaminants? How effective is the cleanup? Who pays the cost?

10. How many people can be expected to be affected by the increased exposure to mercury and other heavy metal contaminants of coal, such as by cancer, including current and projected populations?

11. Medical research comes forth at an intense pace. When new health impacts are inevitably identified or quantified, how can the public be assured that their health will be weighed in the balance of ongoing risks/benefits to MBTL operations?

12. What is the loss of coal dust from residual dust still on the cars on the return journey back to the Powder River Basin and the Uinta Basin (so called "carryback coal")? How much of the "carryback coal" is expect to be lost in Cowlitz County in particular? If coal dust is, as is claimed by the proponents of the project, a near mine issue, is the terminal itself considered similar to a near mine site, with the coal lost from loose residual coal

matter still on the rail cars from which most of the coal has just been shaken loose and dumped at the terminal site?

III. Health Impacts of Noise Pollution

1. How loud are train engines? Squeaking wheels? Hornblasts? Federal regulations require that the horns sound at levels of 96 to 110 dBA measured at 100 feet for 15 to 20 seconds in advance of all public grade crossings. How loud are horn blasts at 50 feet, 100 ft, 200 ft, etc. up to 2 miles from the tracks? We request this data to be shown in an easy-to-understand format, including maps with "sound contours" (noise isopleths).

2. How much vibration does a coal train produce? How intense is this at 50 feet, 100 ft, 200 ft, etc. up to 2 miles from the tracks?

3. How many people live within 50 ft, 100 ft, 200 ft, 500 ft, 1000 ft, 1 mile, and 2 miles along the entire route from PRB to Longview and back to the PRB?

4. How much noise and/or vibration wakes an average person? A light sleeper?

5. How much noise or vibration distracts a working person? A concentrating student?

6. Along the entire route, how many at-grade crossings are there? How many horn blasts per crossing? How many horn blasts in total for a single train traveling from Montana to Longview? How many whistle blasts per day in all (x 16 trains)? How many of these are at night during sleeping hours (8 PM to 8 AM)?

7. For each train, including engine noise, vibration, screeching wheels, and whistle blasts, how many people will be awakened, based on current and projected populations? How many children? How many adults? How many elderly? All calculations must include projected populations as well, since the terminal has an operating span of 50 years.

8. How many times per night will a person be awakened, from noise or vibration, who lives various distances from the tracks (including distances: 50 ft, 100 ft, 250 ft, 500 ft, 1000 ft, 0.5 miles, 1 miles, and 2 miles) in all areas and communities along the route to and from the PRB, including but not limited to Helena, Missoula, Spokane, Pasco, Camas, Hood River, Portland and Longview?

9. How many awakenings per night, including all people along the entire route up to 2 miles away from tracks, including all trains, based on current and projected populations?

10. Considering the noise and vibration, multiple awakenings and resultant fatigue, how many people may potentially have increased blood pressure, or elevated stress hormones, including current and projected populations?

11. What is the total economic cost of increased blood pressure, elevated stress hormones? Who pays for the economic costs?

12. Considering the noise and vibration, multiple awakenings and resultant fatigue, how many arrhythmias, or heart attacks could potentially result from the increased noise, including current and projected populations? What is the total economic cost of the arrhythmias, or heart attacks? Who pays for the economic costs?

13. Considering the noise and vibration, multiple awakenings and resultant fatigue, how many strokes could potentially result from the increased noise, including current and projected populations? What is the total economic cost of the strokes? Who pays for the economic costs?

14. Considering the noise and vibration, multiple awakenings and resultant fatigue, how much increased mental disease may result from associated stress, including but not limited to: depression, mental instability, neurosis, hysteria, and psychosis, including current and projected populations? What is the potential economic cost of the increased mental disease? Who pays for the economic costs?

15. What is the potential impact of noise, vibration, multiple awakenings, and fatigue on childhood learning? On childhood test scores? What is the total economic cost of the learning impairment? Who pays for the economic costs?

16. What is the potential impact of noise, vibration, multiple awakenings, and fatigue on workplace performance? What is the total economic cost of the impaired workplace performance? Who pays for the economic costs?

17. How many increased traffic accidents may result from fatigue- associated sleep disturbance, including current and projected populations? What is the total economic cost of the accidents? Cost in terms of human morbidity? Who pays for the costs?

IV. Health ... s of Delays in Emergency Medical Services

1. How many rail crossings are there along potential rail corridors from the Powder River Basin and the Unita Basin to Longview and back to the Powder River Basin and Unita Basin? How many of these are at-grade crossings? Why did you only select 44 at-grade crossings in the state of Washington to review?

2. How many of these rail crossings are unprotected?

3 What are the costs to provide protective barriers at these crossings and who will bear these costs?

4. How often and for how long will each of these crossings be blocked by the increased rail traffic en route to MBTL? Delay should be calculated for each crossing to account for differences in local circumstances.

5. How many times daily do EMS vehicles, including police, fire and medic units, cross rail lines? Please note that an ambulance often needs to cross twice to get a patient to a hospital.

6. What will be the cumulative and per incident delay in access to these services caused by rail traffic en route to MBTL (including actual blockage of the crossing, as well as alleviation of resultant congestion)? Please again note that an ambulance often needs to cross twice to get a patient to a hospital.

7. How many people are affected at each crossing, based on current and projected population as shown in relevant planning documents?

8. What crossings and locations are most likely to result in significant delays at crossings

9. How often are there alternative crossings? How much time is lost to route through alternate crossings, rather than the shortest route?

10. Is there any current established system to alert EMS vehicles of impending crossing closures?

11. How much would such a system cost and who would bear the cost of developing such systems?

12. How does backed up traffic at crossings and the dispersion of that traffic effect EMS response times throughout the entire state of Washington?

13. How often and to what severity will these delays in EMS response times lead to delays in care and to otherwise avoidable outcomes such as death or permanent disability?

14. What is the amount of healthcare cost attributable to patients receiving delayed EMS services as a result of increased rail traffic?

15. How will the project applicant mitigate these impacts (grade separation at crossings, construction of new hospitals, support for additional paramedics, medivac services, etc.?) What percent of the total cost will the project applicant pay for grade separation at crossings, etc.?)

16. How many rail crossing accidents, injuries, and deaths will be attributable to increased rail traffic en route to MBTL?

17. What is the anticipated cost of these accidents, including anticipated litigation and long term care costs?

18. How many coal train derailments would be anticipated to occur across the states of Washington and Oregon over the lifetime of the project?

19. Where are the likely sites of these derailments, and are any of these potentially dangerous or inadequately designed rail lines in major population densities?

V. Health Impacts to Drinking Water

1. Does the Wellhead Protection Program (WHPP area) for the City of Longview's Mint Farm Wellfield encompass the project area? Does the project lie within and above the 6-month WHPP Source area? The 1-year WHPP Source Area? The 5-Year WHPP Source area? The 10-year WHPP Source Area? Does water from those Source Areas flow beneath the project area en route to city wells?

2. What impact will pre-operation wicking and compression have on the movement of surface water? On the movement of legacy pollutants like benzene and arsenic? Can that ultimately impact the quality of groundwater?

2. What is the relationship of the unconfined aquifer to the deep aquifer depicted in the technical reports? What is the relationship to the drinking water source?

3. What is the tidal influence on the Columbia River at the project area and how will that affect movement of waterborne pollutants discharged at the project site?

4. What will be the influence of MBTL's heavy pumping of private wells during the dry season (for purposes of dust suppression) on City of Longview wells?

5. What contaminants and pollutants can be expected to flow into to the Columbia River as treated wastewater, untreated surface water or overflow from storms? Diesel pollution, toxic coal dust, fuel spills? Abestos, lead and arsenic from demolition projects ? Leaks and spills from associated barges, tugs, Panamax-class and Handymax-class vessels?

6. What is the transit time from the Columbia River to the deep aquifer that serves as the drinking water source for residents of Longview?

6. Who will pay if the drinking water source for the City of Longview is contaminated with pollutants as a result of this project and must be permanently replaced? What is the cost of temporary purchase or replacement of drinking water for residents?

7. Will you identify by name and location all domestic and municipal water systems that could be harmed with a derailment and spill of coal trains and/or coal vessel fire and fuel spill. How many people are served by those systems? Who will pay for monitoring and cleanup when and if other municipal drinking water sources are fouled in Washington? In Oregon? In Idaho? In Montana?

VI. Environmental Justice Impacts

1. What will be the cost to culture, tradition and food sources for First Nations if mercury accumulate in water (from blow-back from coal-fired power plants in Asia) and result in harm to salmon?

2. What a[illegible]pacts of mercury neurotoxicity and who is most likely to suffer?

3. What will be the impacts to traditional culture and foods if this project leads to a decrease in the number of salmon and other fish available for harvest?

4. Whose access to tribal treaty fishing sites will be lost,made more difficult or result in injury because of the increasing number of long unit trains on the UP and BNSF lines?

5. Will you analyze all census tracts running 2 miles along all rail corridors, all vessel corridors, including rail and vessel corridors in Cowlitz County and in Longview, for health impacts from this project that may be experienced by communities of color and low income communities, children under 18, adults 65 and over, and individuals with pre-existing disease including pediatric asthma, adult asthma, COPD, cardiovascular disease, and diabetes?

VI. Health Impacts of Climate Change

What will be the human health impacts to climate change under a scenario with MBTL activities resulting in 27 million metric tons/year net CO2 emissions (see Greenhouse Gas Appendix Table 47)? With 3.2 million metric tons/year? With 37.6 million metric tons of Co2 emitted between 2018 and 2038?

What could be the impact on Cowlitz County and Washington residents and fire fighters from forest fires, smoke, injury, death and dislocation?

What are the impacts from increased heat, increased ozone levels and degraded air quality? How will this impact pediatric populations? Adults over 65? Those with pre-existing disease like asthma, bronchitis, COPD? Who will most suffer? Who will pay?

What will be the health impacts of severe weather, including heavy rain, wind storms and landslides that lead to dislocation, injury and death? Who will pay?

What will be the impacts from increasing rates West Nile Virus and Lymes disease in Cowlitz County? In Washington?Who will pay?

Will there be disproportionate and adverse effects on low income communities and communities of color? If so, what will they be?

VII. Health Impacts of Surfactant Use

Which chemical surfactants will be used? Which chemicals will beapplied by workers, deposited along the transportation corridors and in communities around the coal pile, from blowing dust and leaching by rainwater. What are the human and environmental impacts of exposures? Have chemical compounds such as GE Powertreat, designed for use on Powder River Coal (and known to be a serious skin, eye and lung irritant), been tested for chronic toxicity? Have these compounds been tested for longer term human and environmental health impacts?

It is imperative that the concerns or our medical community be included in the knowledge bank, questions, and considerations of this proposal and EIS. Recognizing the importance of including this information, I wish to include it herein:

Washington Health Community Position Statement on Proposed Coal Exports:

Large multinational coal companies propose to send coal mined in the Powder River Basin by rail and barge through the Pacific Northwest to be loaded onto large ships and exported to Asia. If current proposals are approved, that could result in more than 100 million metric tons of coal shipped each year. Over 38 uncovered coal trains, each one-mile long (or longer) with over 100 cars propelled by four diesel engines, could pass through Washington and/or Oregon every day.

Our specific, local concerns related to a massive increase in rail and river traffic for coal exports include:

New, major sources of diesel pollution;

Coal dust pollution along train tracks, in river corridors and at port sites;

Traffic delays, including for emergency first responders, at grade-level crossings; and

Noise pollution.

Coal trains traveling through our communities, barges, port storage and export facilities, and massive bulk cargo ships in the Columbia River and on the coast will emit significant amounts of diesel particulate pollution. There are robust correlations between these pollutants and cardiovascular and respiratory disease, reproductive health problems, and malignancy. Chronic exposure to these particulates may affect learning ability, coordination, memory, and judgment in both children and adults.

Coal dust blowing off train cars can be as much as 500 lbs. of coal dust per car per 500 miles travelled. The size and frequency of these trains may make coal dust a public health threat in itself. Exposure to coal dust is linked to asthma and lung disease. Coal particles from trains have been found in the Columbia River. Coal dust contains mercury, arsenic, and lead, elements which have been associated with neurodevelopmental delays in children.

Another concern is the potential for delays in emergency response times. For instance, there are four grade-level crossings in Longview, Washington that could detain first responders for up to 20 minutes each as long coal trains pass through town.

Additionally, coal burned abroad in Asia emits nitrous and sulfur oxides, ozone, and heavy metals such as mercury into the air, which will blow back to us on prevailing westerly winds. Recent studies show that a significant amount of the mercury in water and the environment comes from coal burned in Asia that returns to the Pacific Northwest via atmospheric currents. In addition, burning large amounts of coal and fossil fuels simply to transport the coal will generate huge amounts of greenhouse gasses that promote and intensify climate change, itself a threat to public health and safety.

Washington and Oregon have taken steps to phase out the use of coal- generated electricity at the Transalta plant in Centralia and at the PGE Boardman plant. This is progress for the health of those living in the Pacific Northwest. Yet new, proposed coal exports would undermine this progress.

As health [illegible]essionals, providers and public health advocates, we believe the risks to human health from massive coal shipments across our state and through our communities are significant. We want to prevent new sources of morbidity and mortality and increasing costs of health care.

Together, we voice our concerns about coal exports. Specifically, we call for public review of a comprehensive Health Impact Assessment (to include cumulative effects), a region-wide Environmental Impact Statement (EIS), and site-specific EISs for each proposed terminal before any coal export facility or transport is approved by any agency.

Thank you,

Anne Battson, RN et all

I also wish to both cite and include the following knowledge, concerns, and questions from Oregon Physicians for Social Responsibility, and formally request that each of these questions be answered in the Final EIS and that these concerns and questions be considered in the Final EIS decision making process.

Airborne Particulate Matter and Public Health

By Oregon Physicians for Social Responsibility

For more info, contact Oregon PSR Tel: (503) 274-2720 www.oregonpsr.org

BACKGROUND

Outdoor air quality is an increasing concern globally with expanding industrial and transportation emissions. The World Health Organization (WHO) has declared that Particulate Matter (PM) in ambient outdoor air affects more people than any other pollutant. Chronic exposure to particles contributes to the risk of developing or dying from serious disease. (WHO 1) The effects of PM on health occur at levels of exposure currently being experienced by most urban and rural populations in both developed and developing countries. Burning fuel results in two phases of emissions, both containing the highly toxic polycyclic aromatic hydrocarbons (PAHs). In addition to the "particulate phase," there is a "gas phase" containing other air pollutants such as acrolein, benzene, and formaldehyde, which also contribute to disease. (EPA 1, EPA 2) The combustion of fossil fuel for electricity



and transportation, especially coal and diesel, are major contributors to outdoor air pollution.

WHAT IS PARTICULATE MATTER?

Particulate Matter (PM), is composed of very small, solid and liquid particles, formed from the incomplete burning of fossil fuels, such as coal, diesel, gasoline, and biomass. PM2.5 measures 2.5 microns in diameter or less; PM10 are particles 10 microns or smaller. PM consists of a complex mixture of Polycyclic Aromatic Hydrocarbons (PAHs), soot, black carbon, absorbed water, aerosolized sulfuric acid droplets, other acids, nitrogen, sulfur, organic material, metals, and other toxic substances. PAHs are absorbed by the sponge-like particles and carried by them deeply into the smallest compartments of the lung (alveoli) where they gain direct access to the bloodstream and may then contribute to various diseases in organs distant from the lungs, including the fetal placenta.

The World Health Organization (WHO) reports that there is not a threshold below which no damage to human health is observed. Their guidelines for maximizing health within the constraints of a modern world are that PM2.5 should not exceed an average of 25 micrograms per cubic meter of air (25mcg/m3) in a 24-hour period, and not exceed an average annual exposure of 10mcg/m3. (WHO 1)

To put this into perspective, the PM2.5 for Portland, Oregon in January, 2014 ranged from 30-76, while, during same month, the PM 2.5 in Beijing, China was over 600. In Harbin, China in October of 2013 (the start of the heating season), the PM2.5 was over 1000mcg/m3 (Guardian). The major

contributors to this astronomically high PM2.5 in China are burning coal and vehicle exhaust.

HOW DOES PARTICULATE MATTER AFFECT PEOPLE?

The ne and ultra ne particles less than 2.5 microns (PM2.5) are particularly important in triggering disease because they penetrate deeply into the alveoli of the lungs. Diesel particulate matter,

Submitted , has particularly damaging potential (Li). Some inhaled particles are taken up by macrophages, resulting in lung in ammation. The nal common pathway of the pathologic effects of exposure to particulate matter, as well as gas phase pollutants, appears to be in ammation. (Avogbe, Bellavia, Dominici, Li, Musta c, Peters 2011, Pieters). The effects of in ammation on various body organ systems are complex, but increased levels of particulate matter are associated with a number of ill health effects including: increased cancer rates, especially lung and breast (Beeson, Crouse, Demetriou, Dockery, Pope, Wei, WHO 2), congenital lung, heart and immune system anomalies in children (Gauderman, Picciotto Vrijheid), increased rates of asthma, worsening of preexisting asthma and chronic obstructive pulmonary disease (COPD)



(Carlsten, Gowers, Delamater, HEI Panel, Trasande), higher rates of heart attacks and strokes (Chen, Dominici, Lie, Musta c, Qian, Wellenius, Shaw), and higher rates in children (exposed prenatally) of neuro developmental disorders such as autism spectrum disorder (ASD), attention de cit hyperactivity disorder (ADHD), lowered IQ, and adverse behaviors. (Becera, Chiu, Newman, Perera 2013, Perera 2009, Roberts, Volk 2013, Volk 2011). Not surprisingly, the most vulnerable populations are pregnant women, children, people that already have pulmonary diseases like COPD or asthma, and the elderly.

WHAT ARE CURRENT ISSUES IN THE PACIFIC NORTHWEST?

A recent study from the University of Washington, evaluating air quality as a result of increased coal transportation by rail in the Paci c Northwest, found that living within 25 meters of two rail lines in the Blue Ridge Seattle neighborhood was associated with signi cantly increased exposure to diesel particulate matter (DPM) and airborne coal dust. A proposed 50% increase in diesel train traf c (if coal terminals are built in coastal harbors) is projected to similarly increase small particulate matter exposure. When added to regional background emissions, this increase would bring total concentrations higher than the new US National Ambient Air Quality Standards (NAAQS). (Jaffe) In addition, a sharp increase in mile-long trains already transporting oil through the region has considerably increased airborne diesel emissions. In 2013, 19,065 tank cars moved more than 11 million barrels of oil through Oregon, according to annual reports that railroad companies submitted to the Oregon Department of Transportation, up from 2012 when 5,491 cars moved 2.9 million barrels... In 2007, railroads moved just 659 tank carloads of oil. (Oregon Live) Furthermore, several energy companies are actively pursuing permits to build enormous oil and

Northwest ports which, if allowed to proceed, would dramatically increase diesel exhaust from even more trains traversing Oregon and Washington.

KEY AMERICAN MEDICAL SOCIETIES AND THE WORLD HEALTH ORGANIZATION HAVE ISSUED POSITIONS ON PARTICULATE MATTER AND HEALTH:

The American Heart Association (AHA) in 2010 updated and summarized its 2004 Scienti c statement position: "The overall evidence is consistent with a causal relationship between PM2.5 exposure and cardiovascular morbidity and mortality. This body of evidence has grown and has been strengthened substantially since publication of the rst AHA scienti c statement and, ... because the evidence reviewed supports that there is no safe threshold, it appears that public health bene ts would accrue from lowering PM2.5 concentrations even below present-day (EPA standards), if feasible, to optimally protect the most susceptible populations." (Brook)

The American College of Obstetricians and Gynecologists (ACOG) together with the American Society of Reproductive Medicine (ASRM) in October 2013 issued a statement, "The evidence that links exposure to toxic environmental agents and adverse reproductive and developmental health outcomes is suf ciently robust, ... individuals alone can do little about exposure to toxic environmental agents, such as from air and water pollution, ... calling for timely action to identify and reduce exposure." (ACOG)

The American Academy of Pediatrics (AAP) issued a policy statement linking ambient air pollution to adverse health outcomes in children and recommended the National Ambient Air Quality Standards (NAAQS) be promptly reviewed and revised to protect children. (AAP, 2004, reaffirmed 2009)

In October 2013, WHO's International Agency for Research on Cancer (IARC), classified both outdoor air pollution, as a whole, and particulate matter, on its own, as carcinogenic. Therefore, it is vital to implement ef cient policies to reduce exposure to pollution worldwide. (World Health Organization (WHO 2) and American Cancer Society).

SPECIFIC DISEASES ASSOCIATED WITH EXPOSURE TO HIGHER LEVELS OF PARTICULATE MATTER IN AIR POLLUTION

Cancer — Studies relating cancer risk and particulate matter:
• exposure to ozone and PM correlated with development of and mortality from lung cancer (Beeson, Dockery, Pope)

- increased biological markers associated with risk of lung cancer (Demetriou)
- increased oxidative DNA damage predictive of cancer risk (Avogbe)
- increased rates of breast cancer (Crouse, Wei)

Cardiovascular — Studies have linked increased particulate matter with increased cardiac disease:
• increased cardiovascular disease mortality and morbidity in both short term and long term exposures to PM 2.5 (Brook)

- increased hospital admissions for serious cardiac arrhythmias (Peters 2000)

- increased probability of admission for acute myocardial infarction (Musta c, Peters 2001)
- increased ischemic heart disease, arrhythmias, congestive heart failure (Dominici) and bio markers

(HRV) associated with increased cardiac morbidity and mortality (Pieters)

- increased hospital admissions and death from heart failure (Shaw)
- increased risk of congenital cardiac anomalies in children (Vrijheid)

Cerebrovascular — Studies have shown links between particulate matter and adult brain effects:
• increased hospital admissions for strokes(Dominici, Lue, Wellenius 2005)
• signi cant increase in stroke mortality associated with increase in PM (Chen, Qian)
• increased risk of stroke associated with increased exposure to small PM, black carbon, and nitrous dioxide (Wellenius 2012)

• increased risk of stroke and death from stroke for post menopausal women (Miller)
• structural brain damage and cognitive de cits in middle-aged and older adults (Wilker)

[redacted]

Neurodevelopmental — Studies associating in-utero exposure to particulate matter and:

- increased incidence of autism spectrum disorder (ASD) (Becerra, Kalkbrenner, Raz, Roberts, Volk

  2013, Volk 2011)
- increased incidence of behaviors associated with attention de cit hyperactivity disorder (ADHD)

  (Chiu, Newman, Perera 2014, Peterson)
- lowered IQ (Calderón-Garcidueñas, Perera 2009, Jedrychowski)
- increased behavioral symptoms of anxiety, depression, social problems, rule breaking, and aggression

  (Perera 2013)
- neurobehavioral development in children bene ted from the shutdown of a coal-burning plant (Perera

  2008, Tang)

  Pulmonary — Studies have demonstrated the effects of particulate matter on the lungs:
  • decreased lung function (WHO 3)
  • inhibited lung development in children and adolescents and measurable airway in ammation (Gauderman) • increased asthma rates and worsening of preexisting asthma and chronic

disease (COPD), resulting in increased hospitalization (Carlsten et al., Gowers, Delamater, 2012; HEI Panel, Pandya, Trasande)

General —

- increased mortality from cardiac, respiratory and kidney disease in all members of communities with

  coal exposure (Hendryx 2007, Hendryx 2010, Hendryx 2008, Hendryx 2009)

- long term exposure linked to decreased life expectancy from cardiopulmonary mortality (Krishnan, WHO 4)

- prenatal exposures linked to altered immune system development (Hertz-Picciotto)

WHAT YOU CAN DO TO PROTECT YOUR FAMILY AND COMMUNITY

The World Health Organization has stated, "Most sources of outdoor air pollution are well beyond the control of individuals and demand action by cities, as well as national and international policymakers in sectors like transport, energy, waste management, buildings and agriculture." With that in mind, here are some tips to protect your health:

1. Use a portable air puri er in your home (Look to consumer organizations for speci c product information).

2. Do the best you can to protect your and your family's health from the consequences of in ammation by observing good health habits: Get plenty of sleep and daily exercise, eat six servings of fruits and vegetables daily, consult your health advisors.

3. Push in the air recycle button on your car dash when traveling on motorways around other vehicles.

4. Work for change with environmental and neighborhood groups (examples: The NW District Association of Portland recently negotiated an agreement with local developers to meet EPA's highest standards for diesel exhaust emissions, by using exhaust treatment devices during a local construction project. Neighbors for Clean Air negotiated with an industry in the Northwest Portland neighborhood to reduce its toxic air emissions, by installing giant vacuum cleaner bags to capture particulates, and air monitoring equipment in the neighborhood.)

5. Work for policy change with local and regional governments, and legislatures. Ideas for starters (inspired by the Oregon Environmental Council): Request "No diesel engine idling" policies, retro tting of older diesel engines with pollution control devices, advocate for the use of ultra-low sulfur diesel fuel for Oregon, continue negotiating improvement in the emissions standards of heavy-duty, off-road diesel engines, request that all vehicles are using the best available technology for emission control, and that grant funds are available to assure this, especially for small businesses.

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Finally, It is imperative for decision makers involved in the MBT Permit Application Process to become truly capable of making a well-informed, responsible decision regarding the MBT application and the proposal's potential for impacts, risks, and hazards to human health, human and community safety, and our collective climate and environment.

Towards this end, I also wish to cite the publication entitled: "Coal's Assault on Human Health" from Oregon Physicians for Social Responsibility -

http://www.psr.org/assets/pdfs/coals-assault-executive.pdf . (attached)

- and request that the full text of this article be included in the DEIS and EIS body of knowledge, and that it be read and carefully considered in the decision making process.

Sincerely, also attached NIH abstract on PAHcoal

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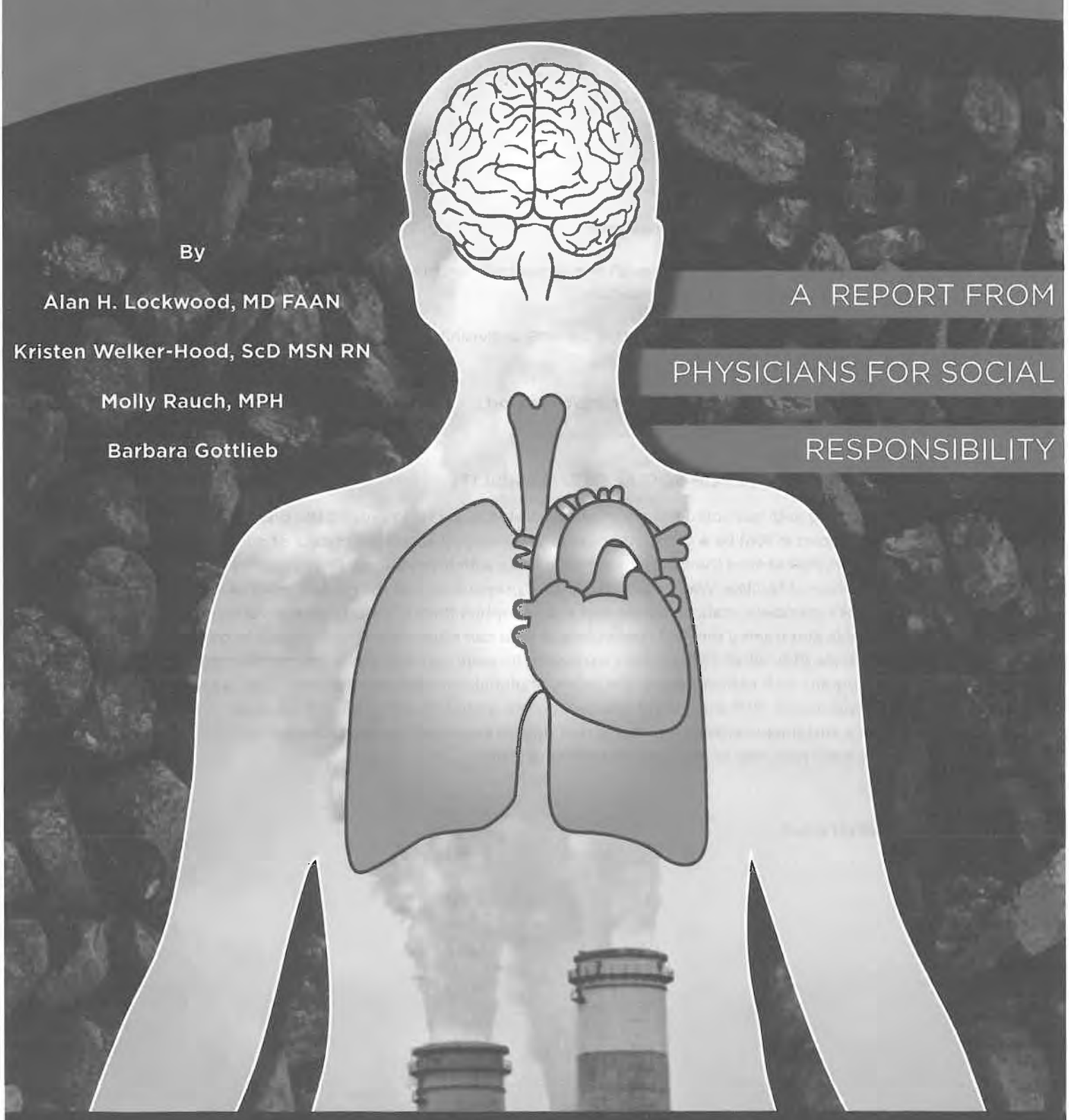
COAL's ASSAULT *on* HUMAN HEALTH



By

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A REPORT FROM

PHYSICIANS FOR SOCIAL

RESPONSIBILITY

EXECUTIVE SUMMARY

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For the full report, please see **www.psr.org/coalreport**.

ABOUT PHYSICIANS FOR SOCIAL RESPONSIBILITY

PSR has a long and respected history of physician-led activism to protect the public's health. Founded in 1961 by a group of physicians concerned about the impact of nuclear proliferation, PSR shared the 1985 Nobel Peace Prize with International Physicians for the Prevention of Nuclear War for building public pressure to end the nuclear arms race. Today, PSR's members, staff, and state and local chapters form a nationwide network of key contacts and trained medical spokespeople who can effectively target threats to global survival. Since 1991, when PSR formally expanded its work by creating its environment and health program, PSR has addressed the issues of global warming and the toxic degradation of our environment. PSR presses for policies to curb global warming, ensure clean air, generate a sustainable energy future, prevent human exposures to toxic substances, and minimize toxic pollution of air, food, and drinking water.

NOVEMBER 2009

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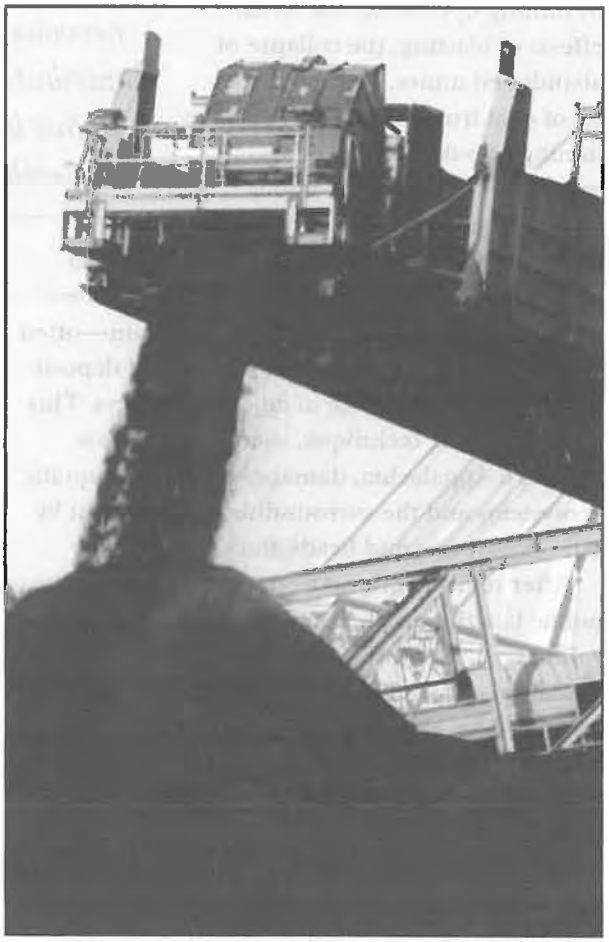
Coal's Assault on Human Health

Executive Summary

Coal pollutants affect all major body organ systems and contribute to four of the five leading causes of mortality in the U.S.: heart disease, cancer, stroke, and chronic lower respiratory diseases. This conclusion emerges from our reassessment of the widely recognized health threats from coal. Each step of the coal lifecycle—mining, transportation, washing, combustion, and disposing of post-combustion wastes—impacts human health. Coal combustion in particular contributes to diseases affecting large portions of the U.S. population, including asthma, lung cancer, heart disease, and stroke, compounding the major public health challenges of our time. It interferes with lung development, increases the risk of heart attacks, and compromises intellectual capacity.

Oxidative stress and inflammation are indicated as possible mechanisms in the exacerbation and development of many of the diseases under review. In addition, the report addresses another, less widely recognized health threat from coal: the contribution of coal combustion to global warming, and the current and predicted health effects of global warming.



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THE LIFE CYCLE OF COAL

Electricity provides many health benefits worldwide and is a significant contributor to economic development, a higher standard of living, and an increased life expectancy.[1] But burning coal to generate electricity harms human health and compounds many of the major public health problems facing the industrialized world. Detrimental health effects are associated with every aspect of coal's life cycle, including mining, hauling,

Hunt, David (1763)

preparation at the power plant, combustion, and the disposal of post-combustion wastes. In addition, the discharge of carbon dioxide into the atmosphere associated with burning coal is a major contributor to global warming and its adverse effects on health worldwide.

Coal mining leads U.S. industries in fatal injuries[2] and is associated with chronic health problems among miners, such as black lung disease, which causes permanent scarring of the lung tissues.[3] In addition to the miners themselves, communities near coal mines may be adversely affected by mining operations due to the effects of blasting, the collapse of abandoned mines, and the dispersal of dust from coal trucks. Surface mining also destroys forests and groundcover, leading to flood-related injury and mortality, as well as soil erosion and the contamination of water supplies. Mountaintop removal mining involves blasting down to the level of the coal seam—often hundreds of feet below the surface—and depositing the resulting rubble in adjoining valleys. This surface mining technique, used widely across southern Appalachia, damages freshwater aquatic ecosystems and the surrounding environment by burying streams and headwaters.[4]

After removal of coal from a mine, threats to public health persist. When mines are abandoned, rainwater reacts with exposed rock to cause the oxidation of metal sulfide minerals. This reaction releases iron, aluminum, cadmium, and copper into the surrounding water system[5] and can contaminate drinking water.[6]

Coal washing, which removes soil and rock impurities before coal is transported to power plants, uses polymer chemicals and large quantities of water and creates a liquid waste called slurry. Slurry ponds can leak or fail, leading to injury and death, and slurry injected underground into old mine shafts can release arsenic, barium, lead, and manganese into nearby wells, contaminating local water supplies. Once coal is mined and washed, it must be transported to power plants. Railroad engines and trucks together release over 600,000 tons of nitrogen oxide and 50,000 tons of particulate matter into the air every year in the process of hauling coal, largely through diesel exhaust.[7] Coal trains and trucks also release coal dust into the air, exposing nearby communities to dust inhalation.[8]

Coal combustion emissions damage the respiratory, cardiovascular, and nervous systems and contribute to four of the top five leading causes of death in the U.S.

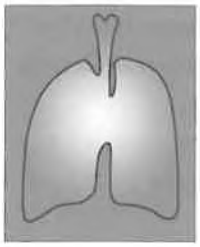
The storage of post-combustion wastes from coal plants also threatens human health. There are 584 coal ash dump sites in the U.S.,[9] and toxic residues have migrated into water supplies and threatened human health at dozens of these sites.[10]

The combustion phase of coal's lifecycle exacts the greatest toll on human health. Coal combustion releases a combination of toxic chemicals into the environment and contributes significantly to global warming. Coal combustion releases sulfur dioxide, particulate matter (PM), nitrogen oxides, mercury, and dozens of other substances known to be hazardous to human health. Coal combustion contributes to smog through the release of oxides of nitrogen, which react with volatile organic compounds in the presence of sunlight to produce ground-level ozone, the primary ingredient in smog.

Table 1 (see pages 8–9) describes the major health effects linked to coal combustion emissions. These health effects damage the respiratory, cardiovascular, and nervous systems and contribute to four of the top five leading causes of death in the U.S.: heart disease, cancer, stroke, and chronic lower respiratory diseases. Although it is difficult to ascertain the proportion of this disease burden that is attributable to coal pollutants, even very modest contributions to these major causes of death are likely to have large effects at the population level, given high incidence rates. Coal combustion is also responsible for more than 30% of total U.S. carbon dioxide pollution, contributing significantly to global warming and its associated health impacts.

Hunt, David (1763)

RESPIRATORY EFFECTS OF COAL POLLUTION



Pollutants produced by coal combustion act on the respiratory system to cause a variety of adverse health effects. Air pollutants—among them nitrous oxide (NO_2) and very small particles, known as $PM_{2.5}$—adversely affect lung development, reducing forced expiratory volume (FEV) among children.[11] This reduction of FEV, an indication of lung function, often precedes the subsequent development of other pulmonary diseases.

Air pollution triggers attacks of asthma, a respiratory disease affecting more than 9% of all children in the U.S. Children are particularly susceptible to the development of pollution-related asthma attacks. This may be due to their distinct breathing patterns, as well as how much time they spend outside. It may also be due to the immaturity of their enzyme and immune systems, which assist in detoxifying pollutants, combined with incomplete pulmonary development.[12] These factors appear to act in concert to make children highly susceptible to airborne pollutants such as those emitted by coal-fired power plants.[13]

Asthma exacerbations have been linked specifically to exposure to ozone, a gas produced when NO_2 reacts with volatile organic compounds in the presence of sunlight and heat.[14] The risk to children of experiencing ozone-related asthma exacerbations is greatest among those with severe asthma. That risk exists even when ambient ozone levels fall within the limits set by the EPA to protect public health.

Coal pollutants trigger asthma attacks in combination with individual genetic characteristics.[15] This gene-environment interaction means that some individuals are more susceptible to the respiratory health effects of coal pollution. The genetic polymorphisms that appear to make people more susceptible include those that control inflammation and those that deal with oxidative stress, or



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OXIDATIVE STRESS

Oxygen free radicals in biological systems are a normal cellular constituent and play critical roles in the control of many cellular functions. (Free radicals are atoms or molecules that contain at least one unpaired electron in an atomic or molecular orbit and are therefore unstable and highly reactive.)

The concentration of oxygen free radicals can be increased through exposure to environmental substances such as air pollution, tobacco smoke, pesticides, and solvents. When their concentration is excessive, these highly reactive molecules damage lipids, proteins, DNA, cell membranes, and other cellular components. "Oxidative stress" is the term used to describe that physiological state.

Oxidative stress is an important contributing factor in a variety of diseases, including atherosclerosis, hypertension, rheumatoid arthritis, diabetes mellitus, and neurodegenerative disorders such as Alzheimer's disease and Parkinson's disease, as well as normal aging. It is one of several mechanisms implicated in the pathogenesis of diseases caused or made worse by coal pollutants, such as cardiovascular and pulmonary disease.

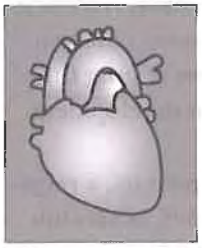
Valko M, Leibfritz D, Moncol J, Cronin MTD, Mazur M, Telser J. Free radicals and antioxidants in normal physiological functions and human disease. Int J Biochem and Cell Biology 2007; 39: 44–84.

the presence of highly reactive molecules, known as free radicals, in cells. (See text box.)

Coal pollutants play a role in the development of chronic obstructive pulmonary disease (COPD), a lung disease characterized by permanent narrowing of airways. Coal pollutants may also cause COPD exacerbations, in part through an immunologic response—i.e., inflammation.[16,17,18] PM exposure disposes the development of inflammation on the cellular level, which in turn can lead to exacerbations of COPD. COPD is the fourth leading cause of mortality in the U.S.

Exposures to ozone and PM are also correlated with the development of[19] and mortality from[20, 21, 22] lung cancer, the leading cancer killer in both men and women.

CARDIOVASCULAR EFFECTS OF COAL POLLUTION



Pollutants produced by coal combustion damage the cardiovascular system. Coronary heart disease (CHD) is a leading cause of death in U.S., and air pollution is known to negatively impact cardiovascular health.[23] The mechanisms by which air pollution causes cardiovascular disease have not been definitively identified but are thought to be the



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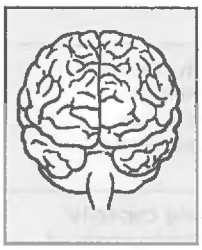
same as those for respiratory disease: pulmonary inflammation and oxidative stress. Studies in both animals and humans support this theory, showing that pollutants produced by coal combustion lead to cardiovascular disease, such as arterial occlusion (artery blockages, leading to heart attacks) and infarct formation (tissue death due to oxygen deprivation, leading to permanent heart damage).

Recent research suggests that nitrogen oxides and $PM_{2.5}$, along with other pollutants, are associated with hospital admissions for potentially fatal cardiac rhythm disturbances.[24] The concentration of $PM_{2.5}$ in ambient air also increases the probability of hospital admission for acute myocardial infarction,[25] as well as admissions for ischemic heart diseases, disturbances of heart rhythm, and congestive heart failure.[26] Additionally, cities with high NO_2 concentrations had death rates four times higher than those with low NO_2 concentrations.[27] These studies show important immediate effects of coal pollutants on indicators of acute cardiovascular illness.

There are cardiovascular effects from long-term exposure as well. Exposure to chronic air pollution over many years increases cardiovascular mortality.[28] This relationship remains significant even while controlling for other risk factors, such as smoking. Conversely, long-term improvements in air pollution reduce mortality rates. Reductions in $PM_{2.5}$ concentration in 51 metropolitan areas were correlated with significant increases in life expectancy,[29] suggesting that air quality improvements mandated by the Clean Air Act have measurably improved the health of the U.S. population. Reducing exposure to the pollutants emitted by coal combustion is therefore an important aspect of improving cardiovascular health for the population at large.

NERVOUS SYSTEM EFFECTS OF COAL POLLUTION



In addition to the respiratory and cardiovascular systems, the nervous system is also a target for coal pollution's health effects. The same mechanisms that are thought to mediate the effect of air pollutants on coronary arteries also apply to the arteries that nourish the brain. These include stimulation of the inflammatory response and oxidative stress,

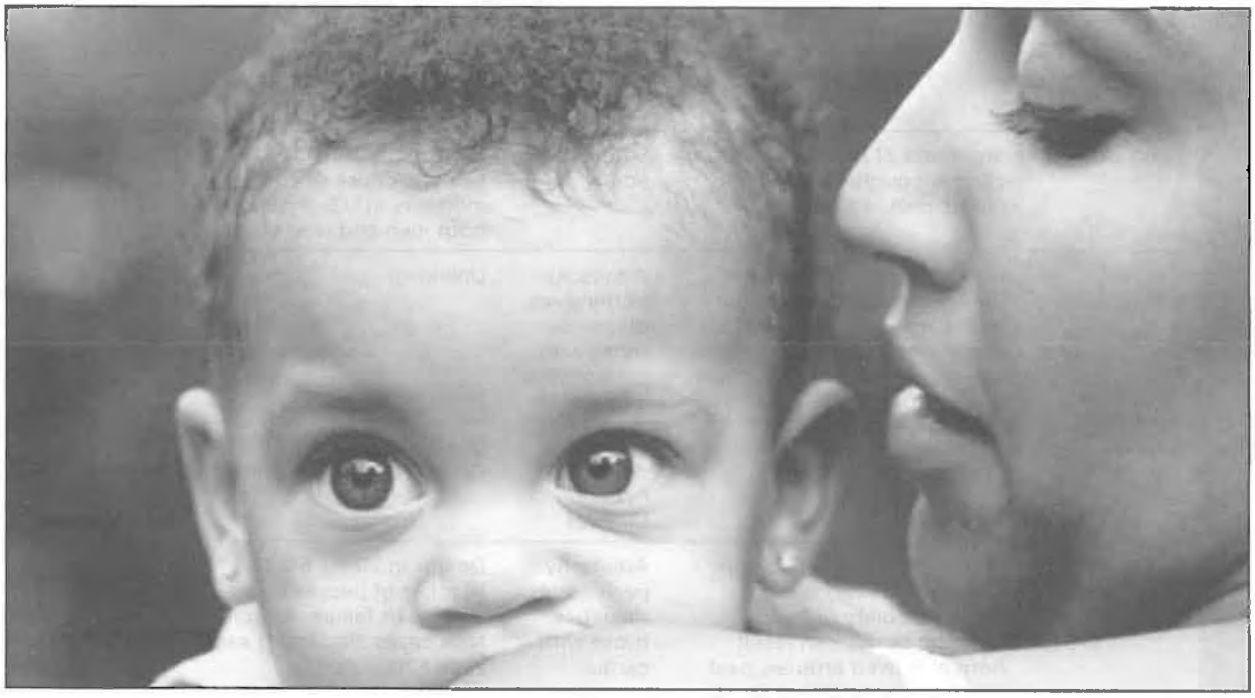


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Table 1: Coal's contributions to major health effects

	Disease or condition	Symptoms or result	Most-vulnerable populations	Total disease burden (coal is a suspected contributing factor in an unknown number of cases)	Coal pollutants implicated
RESPIRATORY	Asthma exacerbations	Coughing, wheezing, shortness of breath, and breathlessness with a range of severity from mild to requiring hospitalization	Children, adults	Number of visits to office-based physicians for asthma: 10.6 million in 2006. Number of hospitalizations with asthma listed first as diagnosis: 440,000.[30] School days missed per year attributable to asthma: 11.8 million.[31]	NO_2 Ozone Particulate Matter (PM)[32,33,34]
RESPIRATORY	Asthma development	New cases of asthma, resulting in coughing, wheezing, shortness of breath, and breathlessness with a range of severity from mild to requiring hospitalization	Children	Children with asthma: 6.7 million (9.1%). Adults with asthma: 16.2 million (7.3%).[35]	Suspected but not confirmed:[36,37,38] NO_2 Ozone $PM_{2.5}$
RESPIRATORY	Chronic Obstructive Pulmonary Disease (COPD)	Emphysema with chronic obstructive bronchitis; permanent narrowing of airways; breathlessness; chronic cough	Smokers, adults	Adults with COPD diagnosis in 2006: 12.1 million.[39] Deaths in 2005: 126,000.[40] Fourth leading cause of mortality in U.S.	NO_2 PM[41,42,43]
RESPIRATORY	Stunted lung development	Reductions in lung capacity; risk factor for development of asthma and other respiratory diseases	Children	Unknown	NO_2 $PM_{2.5}$[44]
RESPIRATORY	Infant mortality (relevant organ system uncertain; may be respiratory)	Death among infants age < 1 year	Infants	Deaths in 2005: 28,384. Almost 25% may have had respiratory causes: 2,234 deaths attributed to Sudden Infant Death Syndrome (SIDS), and 4,698 deaths attributed to short gestation and low birth weight.[45]	NO_2 PM[46,47]
RESPIRATORY	Lung cancer	Shortness of breath, wheezing, chronic cough, coughing up blood, pain, weight loss[48]	Smokers, adults	Deaths in 2005: 159,217. Leading cause of cancer mortality in U.S. among both men and women.[49]	PM[50,51,52]
CARDIOVASCULAR	Cardiac arrhythmias	Abnormal rate or rhythm of the heart; palpitation or fluttering, may cause fatigue, dizziness, lightheadedness, fainting, rapid heartbeat, shortness of breath, and chest pain[53]	Adults, hypertensives, diabetics, those with cardiovascular disease	Unknown	NO_2 $PM_{2.5}$[54]
CARDIOVASCULAR	Acute myocardial infarction	Chest pain or discomfort; heart attack	Adults, diabetics, hypertensives	Deaths in 2006: 141,462.[55] Cases in 2006: 7.9 million.[56]	$PM_{2.5}$[57]
CARDIOVASCULAR	Congestive heart failure	Shortness of breath, fatigue, edema (swelling) due to impaired ability of heart to pump blood; can result from narrowed arteries, past heart attack, and high blood pressure; can lead to death[58]	Adults, hypertensives, diabetics, those with cardiovascular disease	Deaths in 2006: 60,337.[59] Number of people living with heart failure: 5.7 million. New cases diagnosed each year: 670,000.[60]	$PM_{2.5}$[61]

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Table 1: Coal's contributions to major health effects, *continued*

Disease or condition	Symptoms or result	Most-vulnerable populations	Total disease burden (coal is a suspected contributing factor in an unknown number of cases)	Coal pollutants implicated
Ischemic stroke	Artery supplying blood to the brain becomes blocked due to blood clot or narrowing;[62] may cause sudden numbness or weakness, especially on one side of body, confusion, trouble speaking, trouble seeing, trouble walking, dizziness, severe headache;[63] effects can be transitory or persistent	Elderly, hypertensives, diabetics	Deaths in 2005: 143,579. Number of strokes occurring each year: 795,000. NOTE: 87% of all strokes are ischemic; statistics are for all strokes.[64]	NO_2 $PM_{2.5}$ PM_{10} SO_2[65,66,67,68]
Developmental delay	Reduced IQ; mental retardation; clinical impairment on neurodevelopmental scales; permanent loss of intelligence	Fetuses, infants, children	Babies born each year with cord blood concentrations of mercury >5.8 µg/L, the level above which mercury exposure has been shown to reduce IQ: 637,233 (15.7% of all babies born).[69]	Mercury[70]

which in turn can lead to stroke and other cerebral vascular disease.

Several studies have shown a correlation between coal-related air pollutants and stroke. In Medicare patients, ambient levels of $PM_{2.5}$ have been correlated with hospital admission rates for cerebrovascular disease,[71] and PM_{10} has been correlated with hospital admission for ischemic stroke.[72] (Eighty-seven percent of all strokes are ischemic.) $PM_{2.5}$ has also been associated with an increase in the risk of—and death from—a cerebrovascular event among post-menopausal women.[73] Even though a relatively small portion of all strokes appear to be related to the ambient concentration of PM, the fact that nearly 800,000 people in the U.S. have a stroke each year makes even a small increase in risk a health impact of great importance.[74]

Coal pollutants also act on the nervous system to cause loss of intellectual capacity, primarily through mercury. Coal contains trace amounts of mercury that, when burned, enter the environment. Mercury increases in concentration as it travels up the food chain, reaching high levels in large predatory fish. Humans, in turn, are exposed to coal-related mercury primarily through fish consumption. Coal-fired power plants are responsible for approximately one-third of all mercury emissions attributable to human activity.[75]

A nationwide study of blood samples in 1999–2000 showed that 15.7% of women of childbearing age have blood mercury levels that would cause them to give birth to children with mercury levels exceeding the EPA's maximum acceptable dose for mercury.[76] This dose was established to limit the number of children with mercury-related neurological and developmental impairments. Researchers have estimated that between 317,000 and 631,000 children are born in the U.S. each year with blood mercury levels high enough to impair performance on neurodevelopmental tests and cause lifelong loss of intelligence.[77]

GLOBAL WARMING AND COAL POLLUTION

Coal damages the respiratory, cardiovascular, and nervous systems through pollutants acting directly on the body. But coal combustion also has indirect health effects, through its contribution to greenhouse gas emissions. Global warming is already negatively impacting public health and is predicted

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to have widespread and severe health consequences in the future. Because coal-fired power plants account for more than one third of CO_2 emissions in the U.S.,[78] coal is a major contributor to the predicted health impacts of global warming.

The effects of global warming already in evidence include increases in global average land and ocean surface temperatures; increases in snow melt and receding glaciers; increases in the mean sea level; and changes in precipitation.[79] These global climate changes are already affecting human health. The World Health Organization estimated global warming to be responsible for 166,000 deaths in 2000, due to additional mortality from malaria, malnutrition, diarrhea, and drowning.[80]

A continued reliance on coal combustion for electricity will contribute to the predicted health consequences of global warming.

In the future, global warming is expected to continue to harm human health. More frequent heat waves are projected to lead to a rise in heat exhaustion and heat stroke, potentially resulting in death, especially among elderly and poor urban dwellers. Declining air and water quality, an increase in infectious diseases, and a shrinking food supply are expected to contribute to disease and malnutrition, increase the migration of affected populations, and increase armed conflict and global instability. Table 2 (see page 14) describes the predicted health effects of global warming.

A continued reliance on coal combustion for electricity production will contribute to the predicted health consequences of global warming.



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Table 2: Predicted health effects of global warming

Predicted human health effects	Contributing factors	Global warming mechanism	Most-vulnerable populations
Heat cramps, heat syncope, heat exhaustion, heat stroke	Heat waves	• Greenhouse effect	Children, the elderly, urban dwellers, those with underlying conditions such as cardiovascular disease, obesity, and respiratory disease
Diarrhea spread by water-borne bacteria including E Coli, Shigella, and cholera	Flooding, infrastructure damage	• Increase in extreme weather events and storm surges • Sea level rise	Children most vulnerable to death from diarrheal disease
Drowning	Flooding	• Increase in extreme weather events and storm surges • Sea level rise	Children, the elderly
Exacerbations of asthma, chronic obstructive pulmonary disease, and other respiratory diseases	Worsening air quality, heat waves	• Greenhouse effect • Heat increases production of ground-level ozone • Heat increases electricity demand and resulting particulate emissions from fossil fuel combustion • Airborne allergens (such as pollen) predicted to increase with global warming	Children, the elderly, those with preexisting respiratory disease
Infectious diseases: Malaria, dengue fever, yellow fever, West Nile virus, Lyme disease, and other insect-borne infections, as well as rodent-borne infections	Increased ranges and populations of disease-carrying insects and rodents	• Warming climate expands geographic range of insect and rodent vectors • High temperatures boost reproductive rates, lengthen breeding season, and increase bite frequency of insect vectors • High temperatures boost parasite development	Children, those with impaired immune systems, the developing world
Heart disease, heart attacks, congestive heart failure and other cardiovascular diseases	Worsening air quality	• Heat increases production of ground-level ozone • Heat increases electricity demand and resulting particulate emissions from fossil fuel combustion	Adults and the elderly
Hunger, malnutrition, starvation, famine	Reduced crop yields; crop damage; crop failure, disruptions in forestry, livestock, fisheries	• Changes in the water cycle leading to drought • Heat decreases reproductive lifecycle of some major food crops • Expanded range of some insect pests • Increase in extreme weather events • Changes in ecology of plant pathogens • Loss of agricultural land due to sea level rise	Children, the poor
Mass migration; violence; war	Societal instability; infrastructure damage; reduced crop yields	• All of the above	Children, the elderly, those with other underlying medical conditions
Mental health problems	All of the above	• All of the above	Varied

See sources on page 16.

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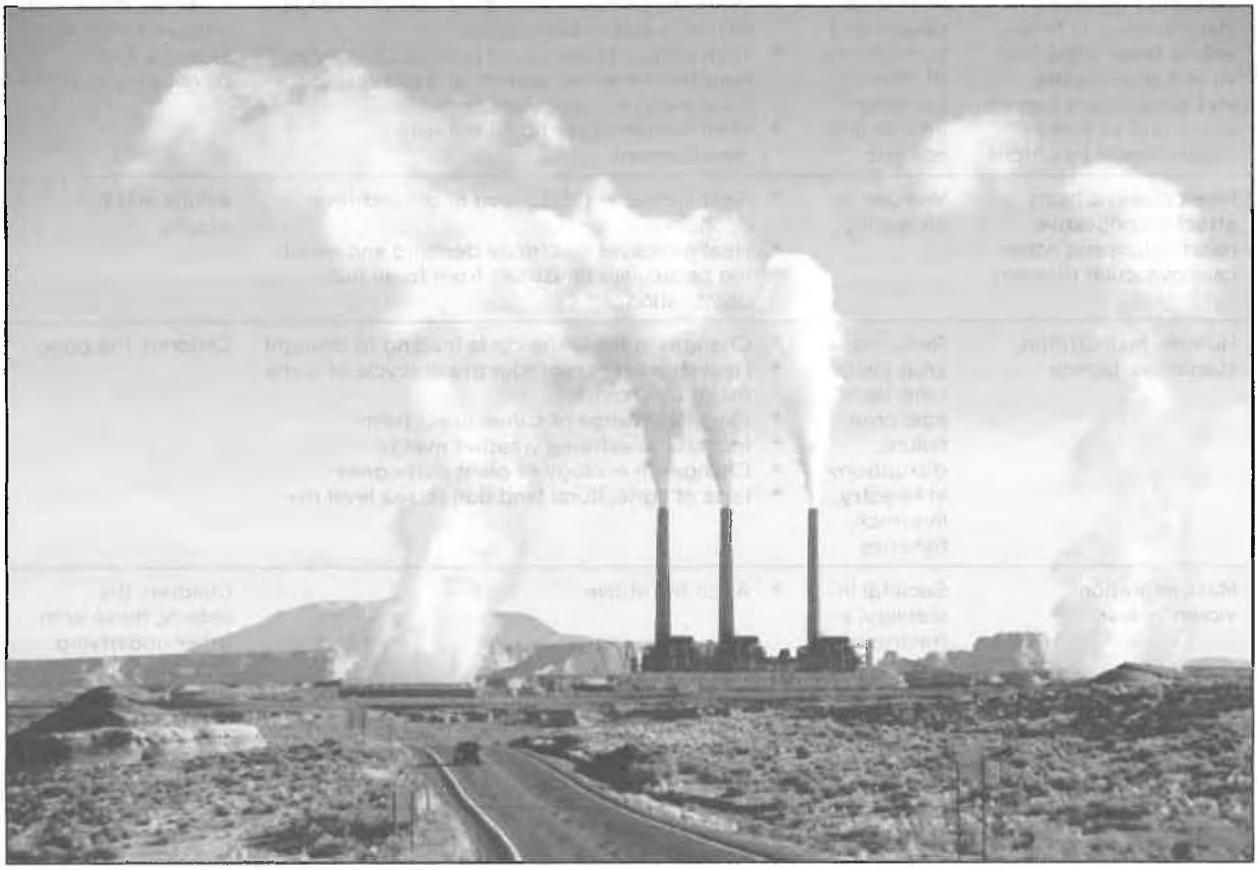
Carbon capture and sequestration (CCS) has been promoted as an effective way to keep CO_2 emissions out of the atmosphere, but substantial research and development are required before it can be used on the scale needed to mitigate global warming. Even then, the danger remains that CCS storage areas, whether underground or under the ocean, could leak, negating the value of CO_2 capture and storage. CCS also incurs other threats to health, including the danger of asphyxiation in the case of a large-scale CO_2 leak and the acidification of ocean waters. Moreover, the application of CCS would require continued coal mining, transportation, combustion, and waste storage, thus prolonging the emission of coal's toxic pollutants that harm human health.

POLICY RECOMMENDATIONS

The U.S. is at a crossroads for determining its future energy policy. While the U.S. relies heavily on coal for its energy needs, the health consequences of that reliance are multiple and have widespread and damaging impact. Coal combustion contributes to diseases already affecting large portions of the U.S. population, including asthma, heart disease, and stroke, thus compounding the major public health challenges of our time. Coal combustion also releases significant amounts of carbon dioxide into the atmosphere. Unless we address coal, the U.S. will be unable to achieve the reductions in carbon emissions necessary to stave off the worst health impacts of global warming. Based on that assessment, PSR finds it essential to translate our

Unless we address coal, the U.S. will be unable to achieve the reductions in carbon emissions necessary to stave off the worst health impacts of global warming.



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concern for human health into recommendations for public policy.

- Emissions of carbon dioxide should be cut as deeply and as swiftly as possible, with the objective of reducing CO_2 levels to 350 parts per million, through two simultaneous strategies:
  - Strong climate and energy legislation that establishes hard caps on global warming pollution coming from coal power plants.
  - The Clean Air Act (CAA). Carbon dioxide and other greenhouse gas emissions from coal plants have been designated pollutants under the CAA. The EPA should be fully empowered to regulate carbon dioxide under the CAA so that coal's contribution to global warming can be brought to an end.

- There should be no new construction of coal-fired power plants, so as to avoid increasing health-endangering emissions of carbon dioxide, as well as criteria pollutants and hazardous air pollutants.

- The U.S. should dramatically reduce fossil fuel power plant emissions of sulfur dioxide and nitrogen oxides so that all localities are in attainment for national ambient air quality standards.

- The EPA should establish a standard, based on Maximum Achievable Control Technology, for mercury and other hazardous air pollutant emissions from electrical generation.

- The nation must develop its capacity to generate electricity from clean, safe, renewable sources so that existing coal-fired power plants may be phased out without eliminating jobs or compromising the nation's ability to meet its energy needs. In place of investment in coal (including subsidies for the extraction and combustion of coal and for capture of carbon and other pollutants), the U.S. should fund energy efficiency, conservation measures, and clean, safe, renewable energy sources such as wind energy, solar, and wave power.



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These steps comprise a medically defensible energy policy: one that takes into account the public health impacts of coal while meeting our need for energy. When our nation establishes a health-driven energy policy, one that replaces our dependence on coal with clean, safe alternatives, we will prevent the deterioration of global public health caused by global warming while reaping the rewards in improvements to respiratory, cardiovascular, and neurological health.

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US Affiliate of International Physicians for the Prevention of Nuclear War

[redacted] Coal Dust and Coal as pollutants [redacted]

Please include.
5/19/2016
David J. Hunt
MBT DEIS Comments

http://www.ncbi.nlm.nih.gov/pubmed/19195680

- Abstract

Send to:

Sci Total Environ. 2009 Apr 1;407(8):2461-73. doi: 10.1016/j.scitotenv.2008.12.008. Epub 2009 Feb 4.

Native polycyclic aromatic hydrocarbons (PAH) in coals - a hardly recognized source of environmental contamination.

Achten C[1], Hofmann T.

Author information

Abstract

Numerous environmental polycyclic aromatic hydrocarbon (PAH) sources have been reported in literature, however, unburnt hard coal/ bituminous coal is considered only rarely. It can carry native PAH concentrations up to hundreds, in some cases, thousands of mg/kg. The molecular structures of extractable compounds from hard coals consist mostly of 2-6 polyaromatic condensed rings, linked by ether or methylene bridges carrying methyl and phenol side chains. The extractable phase may be released to the aquatic environment, be available to organisms, and thus be an important PAH source. PAH concentrations and patterns in coals depend on the original organic matter type, as well as temperature and pressure conditions during coalification. The environmental impact of native unburnt coal-bound PAH in soils and sediments is not well studied, and an exact source apportionment is hardly possible. In this paper, we review the current state of the art.

By far the most comprehensive scientific study of coal dust in the marine environment is Michael J. Ahrens and Donald J. Morrisey's 2005 literature review of the risks of unburnt coal in the marine environment.

boost the ability of coal pollutants to enter the environment. The Washington State Department of Natural Resources raises similar concerns about surfactants.

Ahrens and Morrissey point out that coal may pose a less severe chemical hazard in the marine environment than in the terrestrial one. They note that coal has "well documented" physical effects similar to other suspended or deposited sediments. It abrades, smothers, dims light, and clogs both breathing and feeding organs.

One study in Canada found that coal in the water can be a source of acidity, salinity, trace metals, hydrocarbons, chemical oxygen demand, and potentially macronutrients. In fact, Washington's Department of Natural Resources says that materials in coal can react with seawater to produce "localized ocean acidification."

Coal dust deposits sometimes cause spontaneous fires, and in 2005, for example, coal dust that had accumulated in ballast, the layer of crushed rock that supports rail tracks, caused derailments.

BNSF Railway has studied the problem (for liability reasons) and found that as much as a ton of coal, including coal dust, can escape from a single loaded coal car. Other reports show that as much as three percent of a coal car's load, which is typically 100 tons or more, can blow (or bounce) away in transit. The US Department of Transportation classifies coal dust as a "pernicious ballast foulant" that can weaken and destabilize rail tracks. It is not clear how much coal dust might escape in the Pacific Northwest, but one watchdog group has verified that coal and coal dust do escape from open rail cars traveling along Puget Sound coastlines.

Northwest impacts and special PRB problems. This work is very recent:

By contrast, published and peer-reviewed scientific research by Dan Jaffe, a professor of atmospheric science at the University of Washington, casts further doubt on the real-world effectiveness of controlling coal dust from rail transport. In 2013 and 2014, Jaffe installed air monitoring equipment on private property near rail lines in Bellingham, Seattle, and the Columbia River Gorge that enabled him to analyze the emissions from hundreds of trains. He concluded that passing coal trains do in fact spread notable quantities of dust. What's more, a small number of coal trains qualify as "super-dusters," sending prolific volumes of coal dust into the air, clearly visible to the naked eye, as video evidence shows:

Video Player See Sightline Institute for video.

Complicating matters for the Northwest, Powder River Basin (PRB) coal—the type that would be

exported from proposed terminals in the region—is notoriously difficult to handle. One technical analysis finds that "PRB coal is extremely friable and will break down into smaller particles virtually independent of how the coal is transported or handled." According to the study's authors, "PRB coal represents the extremes of handling problems."

The same analysis found that:

Spontaneous combustion of coal is a well-known phenomenon, especially with PRB coal. This high-moisture, highly volatile sub-bituminous coal will not only smolder and catch fire while in storage piles at power plants and coal terminals, but has been known to be delivered to a power plant *with the rail car or barge partially on fire*… [emphasis mine].

Outside of confined environments, PRB coal does not spontaneously explode or burst into full flame, but under the wrong conditions it can self-ignite and burn slowly even while it is riding the rails—a troubling proposition for railroad workers and communities along the tracks throughout the Northwest.

BNSF has said that it's the coal companies that have the responsibility to cover their coal en route on rail. It's expensive to do this. The companies complained to the US Surface Transportation Board, and they sided with the railroads. If you want the link to the decision I can get that for you.

Hunt, David (3715)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

David J. Hunt, 415 W. 23rd, Spokane, WA 99203

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [ ] Noise
- [ ] Air Quality
- [x] Human Health
- [ ] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [ ] Greenhouse Gas
- [ ] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

A full Health Impact Assessment for this proposal SHOULD have been initiated but was not. Please do so, with opportunity for comment. This project has too many health concerns and impacts to do otherwise.

No Job is justified when it endangers the safety and health of other communities and their children.

(additional space is provided on the back)

(comment continued)

Submission Number: ***TRANS-SPOKANE-M2-00034***

Received: 5/26/2016 12:00:00 AM
Commenter: David Hunt
Organization:
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 David Hunt. I'm Spokane born and raised. I support a no action alternative and denial of all permits.

Talk is cheap. And you know why? Because it's simple economics. Supply is so much greater than demand. I want to shed a little light on the argument we've heard today and we'll heard more about, and that being the economic benefits from the proposal and the rail transport of coal through our community.

These industries do not account for, pay for, or even take responsibility for very real costs and liabilities that we will all incur so that they can create their profits.

Costs involving our health, our safety, our environment, decreased home values, and community costs from emergency responses and planning, traffic impacts, and infrastructure.

Regarding health and increased health costs for many of us who will suffer from increased coal dust and coal burning and DPM.

The industries try to obscure or shift the focus away from the cost, but it's very real. It's well researched, and I've addressed this in my written DEIS comments and included the excellent research that has been done by the medical and scientific community.

The industry wants you to pay these costs and liabilities with your dollars and your sacrifices while Warren Buffet and Burlington Northern refuse to even pay to cover their rail cars to prevent spewing of toxic coal dust that the rest of us breathe.

In reality, how arrogant is that? The industry wants the profits and assets from coal mining and transport and burning to be private profits, but they want the very real costs and liabilities from their actions to be socialized, endured and paid for by the rest of us.

They got away with it in the past by promising the economic benefits, which we now know were false broken promises that put the cost and liabilities on the rest of us. It's irresponsible, unacceptable, and we're not going to buy it anymore, their promises or their cheap talk.

Submission Number: ***MBTL-SEPA-DEIS-0000203***

Received: 5/10/2016 4:42:12 PM
Commenter: Jay Hunter
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Thank you for reviewing my comments today.

Hunter, Rhonda (3357)

Submission Number: ***MBTL-SEPA-DEIS-0003357***

Received: 6/13/2016 9:37:00 PM
Commenter: Rhonda Hunter
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This project should be denied. The coal companies cannot mitigate to prevent or make up for the worst effects of this proposal, especially exporting climate chaos by sending more coal to be burned. The coal dust threat to human health requires more than a "hotline phone" to report respiratory illness. The Columbia River cannot be protected from spills affecting the fish. And traffic delays behind mile long coal trains cannot guarantee emergency response rates will not suffer. But the biggest reason is climate change. Don't make it worse by allowing this coal export terminal. Climate wrecks are already worse sooner than predicted. Leave fossil fuels in the ground.

Submission Number: ***TRANS-LV-Q1-00054***

Received: 5/24/2016 12:00:00 AM
Commenter: Rhonda Hunter
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Rhonda Hunter. I'm an ecosystem biologist. There are far too many impacts which cannot be mitigated. So this Millennium Bulk Terminal should not be built. Asthma from coal dust, pollution to fish and the Columbia River, excessive rail traffic, and more. But the worst is significant and adverse cumulative greenhouse gas emissions to worsen the climate change which is already accelerating faster and sooner than expected. We should not be exporting more rapid climate destruction in coal to Asia. This year is hotter than last year which was hotter than the record breaking year before. For the first time in 43 years, I fear drought and fire at my own small farm. Children in Cowlitz County and Washington State plus the rest of us adults need our rights to a liveable climate respected. Say no action to the Millennium Bulk Coal Terminal. We are out of time. Leave coal in the ground. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002412***

Received: 6/9/2016 6:18:55 PM
Commenter: Toni Hunter
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it’s time to let it. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001861***

Received: 6/2/2016 6:09:57 PM
Commenter: SEAN HUNTLEY
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

June 1, 2016

Dear US Army Corps of Engineers, WA Dept. of Ecology and Cowlitz County:

I support the “no action” alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). The health and safety of communities along the rail would be in jeopardy and we must transition to a clean economy and renewable power system for the sake of future generations and the planet.

Regarding health threats, the DEIS shows violations of the National Ambient Air Quality Standards (NAAQS) for particulate matter, estimated maximum monthly coal dust in Cowlitz County would exceed the trigger levels for health safety, coal dust would cover areas along the rail line, and contaminants would jeopardize water resources. It is a threat to aquatic life, fishing and salmon runs.

Regarding safety threats, the DEIS shows emergency vehicle delay at rail crossings from over 130 minutes to 20 minutes a day a along the various BNSF lines, a rail system greatly over capacity, a significant increase in train accidents, and unacceptable levels of rail service from cumulative projects.

It would be very difficult, if not impossible, to mitigate many of the affects from construction and operation of the project, if approved. Any benefits to local jobs and the community are exponentially outweighed by the negative impacts of exporting dirty coal for markets on opposite sides of the globe. We can and must have the foresight to do better than adding the equivalent of five coal-powered plants on the Colombia River.

The Final EIS should incorporate the most recent science, real world examples, and a Health Impact Assessment.

Thank you.
Julia Hurd
Burlington, WA
hurdjulia@gmail.com
360 724-3404

Submission Number: ***MBTL-SEPA-DEIS-0000146***

Received: 5/9/2016 1:17:04 PM
Commenter: Brad Hurley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0002398***

Received: 6/9/2016 6:11:05 PM
Commenter: Brad Hurley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Longview, WA is a major west coast port which provides jobs and a reason for the city to exist. It is time to move forward and allow the port to exist to it's full potential - to take advantage of it's unique geographic location on a major river and it's proximity to the Far East.

Submission Number: ***MBTL-SEPA-DEIS-0003405***

Received: 6/14/2016 1:47:46 AM
Commenter: D Hurley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done! Sincerely, D Brad Hurley specshipx@gmail.com 98136

Submission Number: ***TRANS-SPOKANE-M2-00056***

Received: 5/26/2016 12:00:00 AM
Commenter: Adele Hurst
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Adele Hurst, and I'm from Spokane, Washington. I see a lot of people here talking about temporary job opportunities in Longview in the thousands and a permanent job increase in the few hundred.

But that is only in Longview. I've seen no job increases and nothing in Spokane. There's no money coming to us, there's nothing that's going to help support Spokane at all, and I don't see why we should support them.

I only see an increase in water, air, ground, and noise pollution, and a danger to everybody who's here. I hear these people talking about a much needed increase in revenue for Washington state. I would say that's not true.

We have had recent things happen in Washington state where they've been able to actually increase jobs, they've increased the amount of money that's coming into Spokane. And I would say that there's been a huge increase in revenue and jobs just raised in the past few years.

So we don't need this. We don't need coal. We're gaining jobs and revenue through this green industry.

If this terminal is built, we will see an increase in the number of trains. We already have too many. From what I've learned, every car transporting coal from start to finish loses approximately 500 pounds of coal dust, and that's just from one car. Imagine a hundred cars per day per train and 100 trains per day.

This dust is polluting our air and ground. This fine dust is working loosely to hold our railroad down. This increases the chances of a coal train derailing and makes me terrified about what would happen if we even heavier oil trains derailed.

These trains pass closely by three hospitals on their way to Longview. One of these hospitals is a children's hospital here in Spokane. And these trains pass through downtown, pass by a large amount of our sick and elderly. We should be taking care of them, not endangering them. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000135***

Received: 5/9/2016 12:51:13 PM
Commenter: Glen Huseth
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

huston, John (2148)

Submission Number: ***MBTL-SEPA-DEIS-0002148***

Received: 6/7/2016 6:35:53 PM
Commenter: John huston
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn’t have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0001899***

Received: 6/3/2016 3:27:31 PM
Commenter: Paulette Hutcheon
Organization: Microsoft Tech Support
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

As recent legislative and commercial developments indicate, coal is not likely part of our country's power future. It is irresponsible to invest in developing a very expensive port based on the hope of Chinese use of coal. China is currently investing much more extensively in alternative energies than our country as a result of their horrid air quality (which of course circulates around the world.) Coal is a sinking ship and the Chinese know it. We do those in our present coal industry a great disservice by not helping them understand the coal industry is rapidly disintegrating in the face of new and better technologies. Those people need to be helped to retrain and integrate into new technologies. Not dealing with the truth helps no one. This new facility is a dead waste of time and energy and more importantly it conveys a false sense of future to those mired in the past.

Submission Number: ***TRANS-SPOKANE-M1-00001***

Received: 5/26/2016 12:00:00 AM
Commenter: Wendy Hutchinson
Organization: Millennium Bulk Terminals, Vice President of Public Affairs
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm Wendy Hutchinson, Vice President of Public Affairs for Millennium Bulk Terminals. We are located at 4029 Industrial Way in Longview, Washington.

I first have two comments on the Draft Environmental Impact Statement. First off, we are celebrating that it is done and published, and we appreciate the agencies' work and all of the consultants' work to do that. It is a very thorough, 4,000-page document that I expect all of you will stay up late and read, those of you with insomnia problems. Anyway, we are celebrating that it is done, and we are especially happy about two significant things in it.

First off, that coal dust is not a significant issue. That is clearly in here. And most importantly that the project will meet all of Washington's strict environmental standards. That will protect our community and environment as well.

Opponents have asked a lot of questions in the scoping. We have delivered answers in this document. And, if disparaging remarks continue about dust, they either have not read the study or they're personally misleading.

Secondly as well, good news, also that operations on the site will not cause impact to climate change. Some of the modeling showed positive actually on CO2 emissions worldwide. What was of most concern is the precedented study nature of asking to mitigate and end use of a product. That will have ramifications for investment and trade whether you are shipping airplanes or automobiles.

We're excited to move forward. We're here to build it right. We believe that we can have good family-wage jobs, and we can protect the environment at the same time. I thank you for listening, I hope we have a lovely eight hours of testimony before us. Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00053***

Received: 5/26/2016 12:00:00 AM
Commenter: Bob Hylavich
Organization: Water Keeper Alliance
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Good evening. My name is Bob Hylavich (phonetic). I live in Missoula, Montana. I've spent 15 years living here in Spokane. I work for the Water Keeper Alliance.

I'd like make a comment pulled from my boss Robert Kennedy, Jr.

Coal (inaudible) enterprise. In nearly every stage of its production many companies that profit from it routinely defy safety and environmental law and standards designed to protect America's public health, property, and prosperity.

In fact, Don Blankenship, who you've heard here tonight, in a debate with Mr. Kennedy once said that coal mining and coal exporting could probably not be conducted without committing violations. With a business model like that, one that essentially relies on defies of the law, no wonder that someone in the industry used their indoor and political and other power to influence government officials and capture the regulating agencies.

That was in 2011, back when we first started talking about this and when it felt like those same powerful would win again.

Now it's 2016, and the masses have spoken. I urge you to be on the right side of history here and consider that a clean energy future is what we want, it's what you're hearing tonight, it's what you've heard for the last multiple years, and it's a fact that our future generation deserve. I urge you listen to the people and take no action.

Submission Number: ***MBTL-SEPA-DEIS-0000704***

Received: 5/23/2016 12:50:32 PM
Commenter: Gaetano Inglima
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0001814***

Received: 6/2/2016 5:28:57 PM
Commenter: tom inglima
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000159***

Received: 5/9/2016 1:42:26 PM
Commenter: Robert Ingram
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0002542***

Received: 6/12/2016 2:17:14 AM
Commenter: Gwen Innes
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am very opposed to this terminal. It is like building more horse carriages after the car had been invented. Spokane will become more polluted with the coal dust. Coal is not good for the environment. Coal being shipped to China so they can pollute the air is a very bad idea. We are trying to clean up our air, not make it worse. We need to spend our efforts to create jobs that support clean energy. Also, the extra trains in Spokane will cause more traffic problems. Emergency vehicles would be delayed, and lives could be lost. Coal companies are going bankrupt and do not clean up their mining sites...leaving it to taxpayers. This terminal sounds like it will be misspent money. Please do not let this terminal be constructed.

Submission Number: ***MBTL-SEPA-DEIS-0002541***

Received: 6/11/2016 10:59:01 PM
Commenter: John Innes
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Coal will be obsolete and is now dangerous and unhealthy.

Submission Number: ***MBTL-SEPA-DEIS-0002685***

Received: 6/13/2016 1:04:25 PM
Commenter: Bill Irving
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am opposed to the Millennium Bulk Terminal being sited in Longview, WA. In "ordinary" times, I might approve of the terminal being used for the purpose of shipping mainly coal overseas. However, these are not at all ordinary times. We know the harm to the planet and all civilization of the burning of that coal, as well as the substantial delays to first responders in times of emergencies, as well as the risk to communities along the route and the costs of cleaning up the coal dust. We know too much, and those of us living along, or near, the railroad route, and we get nothing but the risks if this terminal is approved. If these were "ordinary" times I would understand Japan and South Korea wanting to use low-cost coal to generate electricity, but we can no longer afford long-term commitments to the use of coal anywhere, especially where we have direct influence, such as in this case. Therefore, I unequivocally oppose the approval of the Millennium Bulk Terminal, and ask that you do the same.

RECEIVED
JUN 07 2016

June 7, 2016

Millennium Bulk Terminals EIS
c/o ICF International
710 Second Ave, Suite 550
Seattle, WA 98104

Dear Sir,

I am writing to oppose the proposed coal terminal in Longview, Washington.

Living in the Columbia Gorge National Scenic Area, I believe the coal dust from the trains enroute that would contaminate the land, air, and water of the Gorge. This is unacceptable. The end-use of this coal would accelerate the rate of climate change. These coal exports produce major environmental and public health problems here and for the earth. Please oppose the Millennium Coal Terminal.

Sincerely,

Virginia Irving
26 Prospect Ave
Hood River, OR 97031

email:
irvinggates@gorge.net

Submission Number: ***MBTL-SEPA-DEIS-0001362***

Received: 5/26/2016 7:20:09 PM
Commenter: Miguel Isaac
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0000573***

Received: 5/19/2016 6:16:02 PM
Commenter: Rick Isaacson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

ease accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00028***

Received: 5/26/2016 12:00:00 AM
Commenter: Rick Isaid
Organization: Gonzaga School of Law & Center for Justice
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. My name is Rick Isaid. I'm an adjunct professor at the Gonzaga School of Law and also the executive director and an attorney at the Center for Justice here in Spokane.

I'd like to raise four points. First, coal is a bad investment for our community. It's no secret that coal's future is bleak, and a major driver is economics.

Over the past five years U.S. coal production has plummeted by more that 40 percent as power plants have been shuttered around the country and utilities move to cheaper and cleaner energy alternatives, including solar and wind power.

Arch, one of Millennium's partners, filed for bankruptcy in January. Arch has also abandoned several huge mining and infrastructure projects that are closely tied to its export plants, a giant mine and Otter Creek, Montana, and the controversial Tongue Creek Railroad.

Both of these projects were explicitly tied to its plans for this proposed terminal in Longview. And in fact today Arch pulled out of the Millennium export terminal project.

Second, Millennium has been a less-than-honest business partner to this state, resulting in delays and frankly lies to the community.

As we've previously heard, in 2010, after applying to export five million tons per year, internal emails from Millennium investors revealed secret plans to export up to 60 million tons each year. Twelve times what they publicly claimed. That discovery led to a change in the project and forced them to start over.

Lastly, despite what we've heard, increase in coal trains will impact public safety. This is well illustrated by a delay that -- or an incident that happened last May where two died as a result of delayed rescue when a plane crashed into the Spokane River. A direct cause was a ten-minute delay that resulted from train traffic. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000727***

Received: 5/23/2016 1:23:11 PM
Commenter: Mike Isom
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0002149***

Received: 6/7/2016 6:37:30 PM
Commenter: Eva Isum
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***TRANS-LV-M2-00098***

Received: 5/24/2016 12:00:00 AM
Commenter: Carly Iverson
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Carly Iverson (phonetic) from Portland, Oregon. Water is the sacred life source for all life forms. The health of the Columbia River and its watershed is vital to maintaining a survival life system for a multitude of species.

Contaminating the water with coal dust will reduce the oxygen available to fish, barnacles, and larvae. These species are vital to our tourist economy and substantive fishing along the Columbia. Water moves and changes. Sea levels swell. It gets uptaken by the plants and the food that we eat.

Coal dust from these trains and runoff will not stay within a mile radius of the proposed site. The water will take it wherever it flows. Life systems are not stagnant they are moving and deeply connected. We are all deeply wound and molded by these life systems.

We are not separate. We are part of it. It is our incredible responsibility to take care of our ecosystem thus take care of ourselves and all we cherish. Reject the proposed Millennium Bulk Terminal in Longview.

Submission Number: ***MBTL-SEPA-DEIS-0002243***

Received: 6/9/2016 6:38:49 AM
Commenter: Jack
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
We must limit global warming to below 2C. The world is already burning too much coal. 80% of coal must remain in the ground if we are to avoid 2C warming. Do NOT build this coal export terminal.

Submission Number: ***MBTL-SEPA-DEIS-0003207***

Received: 6/13/2016 6:32:22 PM
Commenter: David Jacobs
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Political biases and beliefs have no place in a permit approval process. Rather, the proper standard permit approval procedures should be followed and a scientific risk analysis performed based on facts not opinions. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you. Sincerely, David Jacobs djacobs@cape-inc.com 97140

Submission Number: ***MBTL-SEPA-DEIS-0003136***

Received: 6/13/2016 5:58:21 PM
Commenter: Toby Jacobsen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0002600***

Received: 6/13/2016 11:07:53 AM
Commenter: Frederick Jacobson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Comments on Longview DEIS- Chapter 5.7: Coal Dust
Submitted by Daniel Jaffe, June 2016
Professor of Atmospheric Chemistry
University of Washington Bothell
Comments based primarily on our two published studies

1. Diesel particulate matter emission factors and air quality implications from in-service rail in Washington State, USA, by D.A. Jaffe, G. Hof, S. Malashanka, J. Putz, J. Thayer, J.L. Fry, B. Ayres and J.R. Pierce, in *Atmospheric Pollution Research* 5, 344–351, doi: 10.5094/APR.2014.040.
2. Diesel particulate matter and coal dust from trains in the Columbia River Gorge, Washington State, USA, by D.A. Jaffe, J. Putz, G. Hof, G. Hof, J. Hee, D.A. Lommers-Johnson, F. Gabela, J.L. Fry, B. Ayres, M. Kelp and M. Minsk, in *Atmospheric Pollution Research,* doi: 10.1016/j.apr.2015.04.004.

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1. The DEIS seems to imply that coal dust does not contribute to inhalable particulate matter that contributes to human health problems (eg PM2.5). This is clearly not the case. To quote from the DEIS Coal Dust fact sheet "The study found that coal dust particles from rail cars are typically large and fall close to the rail tracks." Our data, and the Cowlitz County data, clearly indicate that coal dust constitutes a range of particle sizes including particles smaller than 2.5 micrometers in diameter. The EIS needs to clearly indicate that coal dust includes inhalable PM2.5.
2. Our peer-reviewed and published scientific analysis (Jaffe et al 2015) clearly indicates that the surfactant coating does not always work. At present there is no information on the cause of these failures. As such, it is impossible to know if additional coating facility (e.g. requiring a facility in Pasco) will significantly reduce coal dust emissions. The EIS needs to address what are the causes for failure in the surfactant coating.
3. The DEIS describes an "acceptable level of dust deposition" in terms of g/m2/month. However, nowhere does the document describe an **acceptable level of human health impacts.** Our data demonstrates short-term PM2.5 concentrations of up to 232 ug/m3 due to coal trains. These exposures were documented on private property adjacent to rail lines in the Columbia River Gorge (Jaffe et al 2015). This was due to a large, clearly visible cloud of coal dust. While the health effects of such short-term exposure have not been extensively studied, some peer-reviewed published scientific papers have documented significant health effects from short-term exposure to PM2.5 (Salvi et al 1999; Pope et al 2015; Li et al 2016). These short-term exposures are not currently regulated by the federal clean air act. Nonetheless, the DEIS should set an acceptable "nuisance" level for public health. In order words, what are the limits for coal dust and PM2.5 exposure on private property, and what are the consequences for exceeding these limits? I propose that the EIS define an acceptable level of short term coal dust/PM2.5 exposure of no more than 50 ug/m3 in a 3-minute average one time per year and that a

monitoring program be put in place to ensure this limit is achieved. Our data in the Columbia River Gorge show that approximately 97% of all coal trains would meet this standard. This limit should apply to all private property that is adjacent to rail lines that transport coal.

4. The coal dust modeling (e.g. table 5.7.2) fails to incorporate any failure rate into the calculations. Our data show that the failure rate for moving trains is at least 5%. The contribution from these coal trains where the surfactant has been misapplied (or not applied at all) likely dwarf the emissions from all other trains.
5. The DEIS reports on one study down in Cowlitz County (pg 5.7-5 main document and 2.2-4 in technical supplement). There are a number of problems associated with this study. First, this study was likely influenced by an inherent bias due to the fact that the shipper knew the date, time and location of the tests. They can then utilize their best operating conditions to minimize diesel, coal dust and other PM impacts. This is not the same as a "blind" test, whereby the shipper is not notified of the date and location of the testing. In particular, a "blind" test will identify the true failure rate for the surfactant and true coal dust emissions, whereas the biased test will not identify the true failure rate. This study apparently never saw a coal train with a PM2.5 concentration greater than 22 ug/m3 (Figure 4), whereas we identified coal trains with large dust plumes and much higher PM2.5 concentrations of up to 232 ug/m3. This is likely due to the fact that the shipper was aware of the testing that was taking place.
6. Despite point 5 above, the data from the Cowlitz study clearly show that the dust suppression methods are much less than 100% effective. This is because the observed concentrations are 4 times higher than the modeled concentrations, as shown in Figure 4 of the SEPA Coal Technical Report. Models are useful to estimate many environmental situations, but they must be constrained and confirmed by observations. In this case, the model is clearly not reproducing the observed concentrations. This can only be explained if the modeled coal dust emissions are much larger than what is being put into this model. The Cowlitz County data, shown in Figure 4, indicate that the model is under-estimating the coal dust emissions by about a factor of four. This would imply that the actual coal dust emissions are four times greater than the modeled emissions. The DEIS cites a dust suppression effectiveness of 61%, whereas the data indicate an effectiveness of only 25%. Section 2 in the technical document ends with Figure 4 and does not discuss the implications of this large discrepancy between the model and observations. It is absolutely essential that the modeling be redone with the significantly higher, and correct, coal dust emissions. Based on both the UW and Cowlitz County studies, the data show much higher dust emissions than are accounted for by the modeling.
7. Based on these results, the modeling should be redone using two different approaches: First, the model should assume that 5% of the coal trains had no surfactant (equivalent to saying that the surfactant was incorrectly applied or otherwise ineffective). The model results should then be re-evaluated based on this assumed failure rate. Second, the

modeling should be redone with a coal dust emission factor that is four times larger. This would be consistent with the Cowlitz County data presented in Figure 4 of the SEPA Coal Technical Report. This is particularly important given that the trigger level for impacts (2 g/m2/day) are already exceeded for some receptor location (Table 5.7-7) or very close to the currently model estimates (1.88 g/m2/day, Table 5.7-3) and that human health impacts from short term exposure to high concentrations have been documented.

References for health effect from short term PM2.5 exposure:

Salvi et al. Acute inflammatory responses in the airways and peripheral blood after short-term exposure to diesel exhaust in healthy human volunteers. Amer. J Resp.Crit Care Medicine. 159(3), 702-709, 1999.

Li et al. Short-term Exposure to Ambient Fine Particulate Matter Increases Hospitalizations and Mortality in COPD A Systematic Review and Meta-analysis. Chest 149 (2),447-458, DOI: 10.1378/chest.15-0513, 2016.

Pope et al. Short-Term Exposure to Fine Particulate Matter Air Pollution Is Preferentially Associated With the Risk of ST-Segment Elevation Acute Coronary Events. J Amer Heart Assn. 4 (12), e002506m, DOI: 10.1161/JAHA.115.002506, 2015.

Submission Number: ***TRANS-PASCO-M2-00036***

Received: 6/2/2016 12:00:00 AM
Commenter: Jaime
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. My name is Jaime, and I go to Chiawana High School. I'll be graduating next week.

There's quite a bit of attention that goes (inaudible) Millennium. We hear about the trains and this untruth about coal dust, but what I know is everything on this site checks out. They should build it right now. (Inaudible). I think we've studied this enough and even too much.

Let's get going and approve those permits. Those graduates need jobs. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002068***

Received: 6/7/2016 4:31:15 PM
Commenter: Mel James
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***TRANS-SPOKANE-M1-00061***

Received: 5/26/2016 12:00:00 AM
Commenter: Jan
Organization: Missoula Air Quality Advisory Council
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. I'm Jan of Missoula, Montana.

I've been on the Missoula Air Quality Advisory Council for 12 years and was eight years an emergency medical technician in the (inaudible) Valley.

That's where we built our first home which burned to the ground in a wildfire two years ago and where a similar fire last year killed three young firefighters.

What happened in Washington will happen in Montana. Today's wildfire season is hotter, drier, more dangerous, and weeks longer. Wildfires impact air quality and health in Missoula.

The DEIS barely mentions wildfire consequences of climate changes in Montana, a state dependent on tourism. The DEIS contains no health impact assessment, which is egregious, though it calls emissions after mitigation significant and unavoidable.

Those emissions ranging from arsenic, mercury, and small particulates are distributed from the pits to the power plants and CO2 reaches every region of our atmosphere. Clean coal is a myth. Small particulates matter.

Dr. Paul Smith, pulmonologist in Missoula speaking on coal transport and combustion said that when small particulates increase, public health worsens. When they decrease, public health improves.

Particulates cause asthma attacks that permanently scar lungs. Very small particulates actually pass through the lungs into the bloodstream and release whatever poison they contain.

In a pregnant woman, this can affect the fetus she carries. It affects other organs and causes heart disease, strokes, and cancer. The Longview terminal would cause irreversible harm.

Last November, French President Hollande said, We have a single mission to protect and hand on the planet to the next generation.

To do this, please, take no action.

Submission Number: ***MBTL-SEPA-DEIS-0000330***

Received: 5/11/2016 2:36:27 AM
Commenter: GEORGE JANICEK
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000246***

Received: 5/10/2016 5:50:48 PM
Commenter: Gary Jaquier
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002859***

Received: 6/13/2016 2:50:25 PM
Commenter: Thomas Jarrad
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003080***

Received: 6/13/2016 5:20:12 PM
Commenter: Thomas Jarrard
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000808***

Received: 5/23/2016 7:29:03 PM
Commenter: Tyler Jarvik
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I live in Northeast Portland a few blocks from the tracks that would be used to ship coal to the proposed Millennium terminal. It is primarily a low-income neighborhood, and as an underemployed low-income individual I am acutely aware of the need for job creation. However, I strongly OPPOSE the Millennium terminal. If I were a resident of Longview, or otherwise stood to profit directly or indirectly from it, I would still oppose the terminal. Yes, our communities need economic development, but not every economic activity that produces jobs produces a net benefit to society. Building and operating concentration camps would also create jobs, but would obviously do harm to society as a whole! The harms associated with the proposed terminal and coal trains are not limited to Longview or to communities near the railway lines. Because the ultimate burning of the coal would have a significant impact on climate change worldwide, all people everywhere are stakeholders in this decision, and opposition to the proposal is not a case of NIMBYism. In 2016, I trust that the dangers of climate change are well enough known that I need not elaborate on them, and doubtless other commenters have already done so. These are harms that cannot be mitigated. There is, therefore, no safe or appropriate site in Longview for the proposed Millennium terminal or any similar facility. Unfortunately for the coal industry, there simply is no safe or appropriate site anywhere on the Columbia river, anywhere in the Pacific Northwest, or anywhere else for that matter. At this point in history, the only safe place for this coal is to KEEP IT IN THE GROUND.

Submission Number: ***MBTL-SEPA-DEIS-0001005***

Received: 5/24/2016 6:01:34 PM
Commenter: Janis Jarvis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002475***

Received: 6/10/2016 2:18:51 PM
Commenter: Michael Jarvis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000380***

Received: 5/16/2016 6:24:36 PM
Commenter: James Jarzabek
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Sir / Madam; I will be unable to attend the public comment meeting on May 24th, so am submitting my comments via email. I am opposed to the proposed coal export terminal in Longview. In my opinion, the negative environmental risks of ground, air, and water pollution are not compensated by the financial rewards to a few investors. As a citizen of Vancouver, I am very concerned about the increased rail traffic through our city, and the disruptive effects on the other cities and towns whose roadways will be blocked for multiple lengthy periods on a daily basis. Thank you, James Jarzabek Vancouver, Washington

Submission Number: ***MBTL-SEPA-DEIS-0002679***

Received: 6/13/2016 12:59:17 PM
Commenter: Jaime Jenkins
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002719***

Received: 6/13/2016 1:39:25 PM
Commenter: Karen Jenkins
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002723***

Received: 6/13/2016 1:43:06 PM
Commenter: Nathan Jenkins
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002700***

Received: 6/13/2016 1:22:28 PM
Commenter: Kevin Jenks
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002705***

Received: 6/13/2016 1:25:24 PM
Commenter: Rhonda Jenks
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002698***

Received: 6/13/2016 1:20:56 PM
Commenter: Wesley Jenks
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003079***

Received: 6/13/2016 5:20:06 PM
Commenter: Andrew Jennings
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I appreciate you considering this feedback. Sincerely, Andrew Jennings jennings@conveyor-dynamics.com 98225

Submission Number: ***MBTL-SEPA-DEIS-0002963***

Received: 6/13/2016 3:34:25 PM
Commenter: Dena Jensen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I live in Whatcom County, WA, about 1.5 miles from the Cherry Point Industrial complex, where oil refineries would be in the immediate vicinity of the proposed Gateway Pacific Terminal. In order to protect our communities and the planet that supports us, I am in favor of a rapid and significant move away from the use of fossil fuel projects and a transition for our workforce to less oppressive and hazardous occupations. During the January 26, 2016 Whatcom County Council Public Hearing on Whatcom County's Comprehensive Plan, about 15-20 members of the construction and industrial labor force gave their testimony. It struck me that these workers, many of whom work at the heart of the blast zone for crude-by-rail trains and who work at refineries that we were reminded "boil oil 24/7" by speaker Michael Petrish, trustee to the Carpenters Local 70 Union, bear an unnecessarily heavy burden for the sake of our community. Corporations processing highly toxic and hazardous products load the excessive weight of personal and public safety onto their employees day in and day out. I believe our government has a duty to immediately champion programs that proactively help workers be alleviated of such dangerous labor and move to jobs that offer them a far safer and less oppressive work environment. Petrish said at the hearing, "In the old construction industry, when they built the project, death was part of the planning process: 'We're going to kill seven people on this project. We can deal with that.'" Largely thanks to the workers and the unions, that may no longer be the case. But continuing to grant permits for toxic and hazardous projects will be a huge set back to the prompt transition on to jobs which actually improve the health and benefits of the lands, waters and life forms that support life here on earth. Please make sure that the Millennium Bulk Terminals-Longview SEPA Draft Environmental Impact Statement studies the effects of mega coal operations on the workers who man them. Please study the hazardous implications of the proximity of the MBT to other industrial operations and the dangers to workers inherent in being exposed to those related hazards, along with the hazards of being exposed to toxic and potentially volatile materials on a daily basis.

Submission Number: ***MBTL-SEPA-DEIS-0003004***

Received: 6/13/2016 4:30:35 PM
Commenter: Dena Jensen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text

I live in Birch Bay, WA. I have been active in seeking to get a permit denial for the Gateway Pacific Terminal for the last five years. I am deeply grateful that through the diligent efforts of Lummi Nation in their extensive research of the project, their determination, community outreach, and conscientious dialogue with the Federal government, the permit for GPT was denied by the Army Corps of Engineers. Our community in Whatcom County is celebrating the Army Corps' upholding of Lummi treaty rights and a big step forward in protecting the precious lands and waters in the Pacific Northwest that sustain and uplift us. I believe that supporting Native American treaty rights and cultures provides many benefits to our states, and to the environment that supports life here on earth. As treaties are the supreme law of the land, I feel that an obligation is required of our government agencies to see to it that those rights are protected and upheld. I believe that decisions made for this EIS in regards to the Millenium Bulk mega-coal export terminal will have direct advervse effects on the fishing rights and vital cultures of tribes in the Pacific Northwest, not to mention the survival of all species of critical importance to human survival. Below are some excerpts from material about salmon decline in the Columbia River, along with a copy of a very recent study (May 2016) on coal spills causing mortality and growth inhibition in marine organisms. Please review the study (a link to it is provided below) and other best available science to get a clear assessment of the dangers posed by coal to salmon and other critical marine life. From CHRONOLOGY OF SALMON DECLINE IN THE COLUMBIA RIVER 1779 TO THE PRESENT Based on the historical record By Bill M. Bakke, Director Native Fish Society (I am attaching this file to my comment): "2009 In 1980 Congress created the Northwest Power Planning Council and its purpose is to balance hydroelectric supply with salmon production. In the last 27 years since the first fish and wildlife program was adopted and a goal was set to double the runs of salmon and steelhead, the Council is now reviewing whether the abundance can grow to 5 million fish. Since the program was first adopted most salmon and steelhead in the Columbia River basin have been listed under the Endangered Species Act. The Council takes recommendations from state, federal and tribal fish agencies and the public, runs them through a scientific filter and proposes actions to be funded by the Bonneville Power Administration. Since the program was started about $9 billion have been spent to recovery salmon with no measurable effect." From "As salmon vanish in the dry Pacific Northwest, so does Native heritage," Darryl, Fears, The Washington Post https://www.washingtonpost.com/national/health-science/as-salmon-vanish-in-the-dry-pacific-northwest-so-does-native-heritage/2015/07/30/2ae9f7a6-2f14-11e5-8f36-18d1d501920d_story.html "Salmon populations survived a mega-drought in medieval Europe. 'Salmon are resilient,' he said. 'Their reproduction rates are very, very high. You take the dams out, and within a few years, salmon come back.' But the dams that power Oregon and Washington cities aren’t going anywhere, and the current drought is intensifying. And, said Fish Commission head Brigham, salmon survived for centuries in the presence of one group of humans: Native Americans. '"Before the non-Indians came, tribes managed the natural resources and protected them,' she said. 'We were taught that if you take care of the land and the resources, the land will take care of you.'" Study: "Simulated coal spill causes mortality and growth inhibition in tropical marine organisms", http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4865754/ Sci Rep. 2016; 6: 25894., Published online 2016 May 13. doi: 10.1038/srep25894 PMCID: PMC4865754, Kathryn L. E. Berry, Mia O. Hoogenboom,Florita Flores,and Andrew P. Negri Sincerely, Dena Jensen

CHRONOLOGY OF SALMON DECLINE
IN THE COLUMBIA RIVER
1779 TO THE PRESENT
Based on the historical record

By Bill M. Bakke, Director

Native Fish Society

1775 - Bruno de Heceta, aboard the Santiago, sights the Columbia River, Naming it Rio Dan Roque. Estimated historic Columbia River Salmon Runs fluctuate between 11 million and 16 million fish, of which Native North Americans may have captured 4.5 to 6.3 million. (Bottom, 2005)

1779 - Captain James Cook looked for the Northwest Passage, found the Columbia River and started the trade in beaver pelts. Trapping beaver was the first major change in salmon habitat on the west coast.

1789 McKenzie crossed the Rocky Mountains to the British Columbia Coast

1790- Britain gains rights to territory in treaty with Spain (Bottom, 2005)

1800 Up to 16 million Salmon and Steelhead return each year to the Columbia and Snake rivers

1800s-

1890s Effects of mining, logging, farming, and fishing cause decline in salmon runs

1806 Lewis and Clark crossed the continent to the mouth of the Columbia River, spend winter at Fort Clatsop and return east.

1811 David Thompson followed the Columbia to its mouth

1811 John Jacob Astor established fur trading post at Astoria

1813 Astor's Company, the Pacific Fur Company, sold to the Northwest Company

1818 Spring Chinook salmon harvest begins. (Bottom, 2005)

1821 The Northwest Company merged with the Hudson's Bay Co

1823 Astor Company exports pickled salmon to London (Bottom, 2005)
1824 Hudson's Bay Company located at Fort George (Astoria)
1825 Hudson's Bay Company establishes Fort Vancouver and Fort Coleville; disease reduces Lower Chinook Indian population to half its historic level. (Bottom, 2005)

1826-
1834 The average number of beaver pelts taken is 3,000. The trapping of beaver in the Northwest was the first major ecological change of salmon habitat by humans.

1828 The first saw mill established at Mill Plain on the lower Columbia River by Hudson's Bay Company.

1829 Capt. John Dominis brings the brig Owyhee into the Columbia River to fish salmon and trade. During two summers in the area, they put up 50 barrels of salted salmon that sold in Boston in 1810 for $.10 per pound.(Bottom, 2005)

1830s The depletion of beaver in the 1830s took place 100 years before the first extensive surveys of salmon habitat.

1840 From 1840 to 1855 is the most severe and persistent drought on record. The 1830s and 1890s are also periods of sustained low flows. Other notable low flows occur in 1775, 1805, and 1925. (Gedalof et al. 2004)

1843 The center for the fur industry moved north to Vancouver Island

1843 Irrigation begins in watershed.

1846 Brittan and America settle their boundary dispute and Americans continue to take beaver pelts.

1848 The Columbia River Basin covers an area of 259,000 square miles. Before any water resource development, over 163,000 square miles of the basin was accessible to anadromous salmonids.

Aug. 14, 1848 Oregon Territory created

1848 The citizens of Oregon were concerned enough about salmon stream protection to include a provision for salmon protection in their territorial constitution of 1848. That provision required fishways at all dams. Since this law went into effect it has been poorly enforced.

1850 Pre-development run size is estimated to be from 10 to 16 million wild salmonids.

1851 Tansey Pt. Treaties with Lower Chinook Indians; only about 8,000 native peoples survive in Columbia River basin. (Bottom, 2005)

1852 James G. Swan was traveling by sea from San Francisco when he recorded in his diary at the Columbia River was in flood stage and that the water 30 miles off the mouth was covered with sawdust and boards.

Mar. 2, 1853 Washington Territory created

1854 It was believed that humans would assume control over salmon production with hatcheries the same way agriculture controlled the production of plants and animals.

1855 Treaties between the United States and Columbia River Indian tribes is signed and the tribes secure the right to fish in usual and accustomed places.

1859 First irrigation project constructed in the Columbia Basin

Feb.-Mar. 1865 return of smelt after 17 years absence

1866 First salmon cannery built on the river at Eagle Cliff by Hume and Hapgood. It is the area's first intensive fishery; 275,000 lb Chinook catch. Washington State adopted its first fishing gear restrictions.

1866 -- dredging and snagging operations conducted by Corps of Engineers on Willamette River near Portland

1867 Hume and Hapgood can 18,000 cases of Chinook. Fishermen earn $.15 per fish. (Bottom,2005)

1869 On May 10th the last spike was driven into the transcontinental railroad in Promontory, Utah, opening the west coast up to fish transfers from the east coast.

1870 California creates a board of fish commissioners.

1870 10,200,000 lb Chinook catch. (Bottom, 2005)

1870 Timber around estuaries and along navigable rivers was nearly exhausted, causing a major impact on salmon spawning and rearing areas.

1870 The American Fish Culturists' Association was founded. It later was renamed the American Fisheries Society, a professional organization that has numerous technical journals in fisheries.

1871 Shad introduced from the Hudson River in New York state into the Sacramento River in California. These fish were transported over the newly constructed transcontinental railroad.

1872 First game laws passed by the Oregon Legislature making it illegal to use explosives or poisons to take salmon.

1872 On October 23rd, 30,000 chinook salmon eggs are shipped from California to the East Coast; all but 7,000 die in transit. About 200-300 hatch and are raised to fingering size and planted unsuccessfully in the Susquehanna River in March 1873. These eggs were collected by Livingston Stone from the McCloud River in California and used the transcontinental railroad to ship the eggs.

1873 Stone, with a special railway car, the California Aquarium Car, leaves Charlestown, N.H. for the Pacific coast on June 3rd. Approximately 300,000 fish, including catfish, eels, bullheads, perch, bass, trout, and lobsters, are accidentally planted in Nebraska's Elkhorn River when a railroad bridge collapses. This does not end the enthusiasm for moving these species west.

1874 Payette River, Idaho, produced a commercial catch of 30,000 pounds of sockeye salmon or 7,000 fish.

1875 The U.S. Fish Commissioner, Spencer Baird, told the fishing industry that artificial propagation would eliminate the need to regulate the harvest.

1876 Camp Creek, a tributary to Crooked R in Oregon degraded from a meadow and willow sheltered creek to a gully of raw banks devoid of fish habitat. This creek is still degraded in 2005. This was caused by over grazing that set the creek up for failure during severe thunder storms.

1876 Introduced shad show up in the Columbia River.

1877 Oregon and Washington legislatures approve laws to temporarily close fisheries by provide no Enforcement.(Bottom, 2005)

1877 There are three salmon hatcheries on the West Coast. Hume begins releasing chinook salmon fry at his Rogue River hatchery. This hatchery joins the McCloud River Hatchery in California and the Clackamas Hatchery in Oregon.

1877 Approval granted for establishment of 20 foot Columbia River channel by means of dams, dikes and revetments

1878 The first salmon hatchery is built in the Columbia Basin on Clear Creek, a tributary of the Clackamas River. It was started by salmon canners to increase the supply of salmon from the Columbia River. The salmon runs were declining.

1878 Oregon creates a state fish commission and passed the first conservation law which restricted mesh size on the gillnet fishery.

1878 The Oregon Legislature enacted a one day fishing closure in this state's coastal streams, but enforcement was a problem.

1879 One hundred and fifty east coast striped bass are successfully transplanted by Livingston Stone to the Pacific near Martinez, Calif. Striped bass are predators and consume salmon smolts.

1880 In 1880, Alvin Anderson, British Columbia inspector of fisheries, realized that Pacific salmon are organized into separate local populations, with each river having its own distinct stock. He recognized that the supply of salmon in a river depended upon the number of spawners in that river. Andersons' views reflected earlier recognition that Atlantic salmon faithfully returned to their home stream. Accepting the stock concept led managers in British Columbia's salmon fishing to limit fishing effort by restricting both the timing of fishing and the type of gear permitted. Pacific salmon were believed to be genetically uniform in the U.S., spawning in rivers at random.

1880 Sockeye salmon runs declining and the Payette River sockeye fishery is commercially extinct.

1880 The number of salmon canneries on the Columbia reaches the peak of 39.

1880 The Woods Hole Marine Biological Laboratory in Massachusetts was established as the first government-run center for fisheries research in the United States.1880's—Corps of Engineers carried out snag removal in lower Chehalis River, throughout decade

1883 The year when the harvest of chinook salmon peaked on the Columbia River. There were 1,700 gillnet boats in the fishery. They took 42,799,000 pounds of fish which is about 3

million fish and processed 600,000 cases of canned salmon. Form then on the runs decline rapidly with 18,135,000 pounds taken in 1889.

1883 Livingston Stone surveys the Columbia River to locate a suitable hatchery site. In the United States, the influential Livingston Stone maintained that salmon ran up rivers randomly, fostering the misconception that salmon were readily transplantable from river to river. Stone's rejection of the home-stream concept encouraged reliance on hatcheries, and transplanting of stocks became a cornerstone of salmon management in the United States. If salmon had no real dependence on their home streams, then why not move them around so as not to conflict with other desired uses of the land.

1883 David Starr Jordan, the first president of Stanford University and the leading academic salmon biologist of his day, shared Stone's view, stating, 'It is the prevailing impression that salmon have such special instinct which leads them to return to spawn on the same spawning grounds where they were originally hatched. We fail to find any evidence of this in the case of Pacific Coast salmon, and we do not believe it to be true.

1884 George Brown Goode tells the World Fisheries Congress that salmon on the Columbia are under complete control of the fish culturists, even though there was no solid evidence of success. The U.S. Fish Commission viewed hatcheries as the primary management activity, saying that it was easy to make fish so abundant through artificial propagation that regulation of the harvest would be unnecessary.

1885 In summer, Atlantic shad are transported in a railroad car to the Pacific coast and planted in Washington Territory and Oregon waters

1885 Dam at Willamette Falls put in service

1885 Early hydroelectric development at Spokane Falls

1886 Columbia River chinook salmon stocks continue to show visible signs of depletion.

1887 Oregon establishes a three person State Board of Commissioners to enforce fish and game laws.

1887 Congress Directs U.S. Army Corps of Engineers to investigate causes of declining salmon runs.

1889 There are 57 fish wheels operating in the area 30 miles above Bonneville and near Celilo Falls. The best wheels catch 6,000 fish a day.

1889 The canneries began processing sockeye salmon and steelhead for the first time. A few years later chum salmon and coho were being canned. These are species that had previously been considered inferior, but the chinook catch had decline so much that other fish were needed to keep the canneries operating.

1889 Hydroelectric development at Willamette Falls

Nov. 11, 1889 Washington achieves statehood

1890 Washington State creates the Washington Fish Commission.

1890 The salmon decline at Kettle Falls on the upper Columbia is severe and has been in sharp decline since 1882.

1890s In the Grande Ronde valley logging accounted for 15 to 20 million board feet per year and loggers used a system of splash dams which blocked salmon migration and destroyed spawning and rearing habitat.

1892 The Oregon Legislature establishes a hatchery fund from license fees.

1892 The Columbia River fishery employed 5,545 workers, and salmon were harvested by 378 pound nets, 38 seines, 1,314 gill nets, 57 fish wheels, and 75 dip nets.

1893 Oregon establishes the State Game and Fish Protector position beginning the combined fish and game administration in Oregon.

1894 Salmon investigations are started by the U.S. Fish Commission because there is an "alarming decrease in the salmon catch of the Columbia River within recent years."

1894 Marshall McDonald, U.S. Commissioner for Fish and Fisheries, said, "We have relied too exclusively upon artificial propagation as a sole and adequate means for maintenance of our fisheries. We have been more disposed to measure results by quantity rather than quality, to estimate our triumphs."

1895 Columbia River salmon harvest reached 30 million pounds.

1895 Marshall McDonald, U.S. Commissioner of Fish and Fisheries, conducted the first study of Columbia River salmon stocks and concluded that over-harvest was evident and predicted salmon abundance would decline.

1896 The Oregon State Fish and Game Protector said, "I am convinced that not more than 10% of the ova spawned in the open streams are hatched, owing principally to spawn-eating fish that prey on them… while from artificial propagation 90% are successfully hatched. What more need be said in favor of fish culture?"

1897 Federal Little White Salmon and Upper Clackamas Hatcheries begin production. (Bottom, 2005)

1898 Oregon splits the fish and game management programs and creates the Board of Fish Commissioners comprised of the governor, secretary of state, and the fish commissioner. A Board of Game Commissioners followed in 1899.

1899 The salmon harvest declined to 18 million pounds.

1899 Oregon and Washington established a joint fishery management program involving two committees of both state legislatures. The purpose was to reach coordinated agreement on Columbia River fishery regulations.

1900 Gas engines were added to salmon boats, leading to the creation of the ocean troll fishery. It started with 500 boats and by 1915 there were 1,500.

1900 Log drives started on the Minam and John Day rivers. Splash dams were built on the John Day R between Spray and the Columbia River. Log drives and splash dams lasted until 1936.

1901 The first hatchery coho salmon fry released in Oregon.

1901 Oregon established the Master Fish Warden position to enforce regulations.

1902 H.D. Langille, Federal Surveyor of timber lands, said, "All sections contiguous to the Grande Ronde R. have been logged over and left in hopelessly denuded condition.

1902 The McKenzie R Hatchery began taking spring chinook eggs and the highest egg collection was in 1935 with 25.1 million eggs from 4,780 adults or 40% of the entire run above Willamette Falls. See 1946, 1948,1950, 1958, 1966,1968, (Willamette L Col R TRT 2005)

1903 Log drives on the McKenzie River started and lasted through 1915. This period was the heyday of log drives on the upper Willamette River.

1903 The abundance of spring chinook in the Molalla River had already decreased dramatically (ODF 1903).

1903 By this time the prime spring chinook decline was evident and to compensate, more of the harvest shifted to the fall chinook run, a fish the canners considered inferior.

1903 The Boise River enters the Snake River 379 miles above the mouth. This stream use to support large runs of chinook salmon and steelhead, but irrigation development exterminated the runs.

1903 Washington established a game code and county commissioners appointed game wardens.

1904 W.H.B. Kent reported that the foot hills are entirely cut, burned, and denuded by sheep grazing and all the lower elevation ponderosa pine were cut on in the Grande Ronde basin.

1905 Lewis and Clark Rod and Gun Club placed an order for carp (called European Wonder Fish) through Outdoor Life Magazine and released these fish in the Snake River near Lewiston, Idaho. (Keith Stonebreaker personal communication 5-05)

1907 The U.S. Forest Service in eastern Oregon recommended fencing creeks to keep cattle out of riparian areas for recovery. The remedies recommended in 1940 were the same and in 1991 the Malheur National Forest supervisor stated the same solutions to over grazing. The problem is that riparian areas along salmon spawning and rearing streams are still over grazed. Burning willows in along creeks is still practiced by ranchers to benefit cattle.

1907 Swan Falls Dam on the Snake River built by Idaho Power Company, reduces all salmon and steelhead runs above the dam. The fish ladder did not work well. In 1940 the fishway was rebuilt and fish can pass upstream.

1909 Sport anglers required to buy a license to fish in Oregon

1909 Oregon constructed Central Hatchery (later named Bonneville Hatchery) on Tanner Creek. This hatchery had the capacity to handle 60 million eggs and served as a central clearing house and incubation station for eggs collected throughout the region. Eyed eggs and fry from Central Hatchery were distributed throughout the Columbia Basin and beyond. For example, chinook eggs from the McKenzie River were stocked in the Alsea River on the Oregon coast.

1909 Willamette River Hatchery started and took 11,389,000 spring chinook eggs in 1918 (Wallis 1962) corresponding to 3,559 females. See 1948, 1950, 1953, 1965.

1909 Oregon and Washington establish for the first time consistent fishery seasons. The upper deadline for the fishery is at the mouth of Oregon's Deschutes River.

1910 -- Clackamas River dams put in service

1910-1920 - Columbia River salmon canneries reach peak production.

1911 Oregon's Fish and Game Boards are combined to form the Board of Fish and Game Commissioners made up of three members appointed by the governor.

1911 Egg take for spring chinook in the N Santiam River was 1.5 million. It was the policy to capture as much brood stock as possible. See 1934, 1947, and 1950. (Willamette, Lower Col TRT 2005)

1912 Ocean commercial trolling for salmon begins off mouth of Columbia

1912 Bull Run and Marmot Dams (Sandy River) put in service

1913 The position of Washington Chief Game Warden is created to enforce fishery rules.

1915 The legislatures of Oregon and Washington create the Columbia River Fish Compact for joint regulations of Columbia River commercial fisheries.

1915 Washington commercial and game fish regulations are combined under the authority of the State Game Warden.

1915 Oregon abolishes the Board of Fish and Game Commissioners and replaces it with the Fish and Game Commission with the governor serving as the chair of the three member commission.

1917 Purse seines are prohibited in the Columbia

1918 The Willamette River is closed to commercial salmon fishing.

1918 The U.S. Congress ratifies the Columbia River Fish Compact created in 1915 by the states of Oregon and Washington to provide cooperative regulation of the Columbia River commercial fishery.

1919 Warm Springs Dam is constructed by the Bureau of Reclamation on the Middle Fork Malheur River with no fish passage. This dam ends spring chinook and summer steelhead runs in the river.

1919 The Washington State Fish Commissioner said "The most important reason for artificial propagation is the fact that the natural method is extremely wasteful, which is not true of the artificial method."

1919 The first school of fisheries was launched at the University of Washington

1920 Oregon once again changes the fish and game board, replacing it with a commission.

1920 The U.S. Forest Service planners knew they were authorizing logging that would ensure that harvest levels would collapse by the 1990s in eastern Oregon watersheds.

1921 Oregon established separate fish (3 members) and game (five members) commissions with members appointed by the legislature and then later they were appointed by the governor. Oregon establishes a tax on commercial fishery landings.

1921 Washington abolished the State Fish Commission and replaced it with the Departments of Fisheries and Game.

1923 Whip seines are prohibited in the Columbia

1926 The Columbia River fishery had expanded to 1,790 gill nets, 506 traps, 94 seines, 48 fish wheels, 291 dip nets and 342 trollers.

1927 Fish wheels are banned on the Columbia in Oregon followed by Washington in 1935.

1928 The peak chum salmon harvest of 8.4 million pounds or 700,000 fish takes place.

1928 There are 15 hatcheries operating in the Columbia Basin and a total of 2 billion fry are released into the river.

1930s In eastern Oregon and Washington watersheds there was a prolonged drought with less than one third of the normal rain fall during the summers. Rain fall averaged only 0.l6 and 0.25 inch of rain fall in July and August during the 1930s. This compared to the period 1911 to 1922 when rain fall averaged 0.45 inch. In the interior Columbia River Basin the 1930s drought was probably matched only once for length in the last 250 years; although the drought of the 1840s was probably more server in terms of sustained low flows. The 1930s drought should not be regarded as an anomalous event, but is likely a typical fluctuation of the Columbia River system. (Gedalof et al. 2004)

1930 John Cobb, University of Washington concluded that artificial propagation could become a threat to the Pacific salmon fishery. Fish managers had to put aside their optimism and stop relying on hatcheries alone to increase or maintain the fishery.

1930 On May 21st, the Preservation of Fishery Resources Act (Mitchell Act) is passed to provide for the conservation of the fishery resources of the Columbia River.

1931 Merwin Dam is completed on the N.F. Lewis River in Washington, blocking this large tributary to the lower Columbia River to salmon and steelhead. It is later followed by Yale Dam, 1953, and Swift Dam in 1958.

1932 The Washington Legislature separated food and game fish management and created the Department of Fisheries under an appointed director and the Department of Game under a six member commission.

1932 Powder River is a large tributary to the Snake River in Oregon. It was a magnificent salmon and steelhead stream. Thief Valley Dam was constructed in this year by the Bureau of Reclamation. No fish passage was provided and the salmon runs were eliminated. People at the dam reported that large numbers of coho salmon and steelhead blocked by the dam showed up for several years and then disappeared.

1933 Rock Island Dam is constructed on the upper Columbia and has fish passage problems.

1933 Owyhee Dam is constructed on the Owyhee River terminating salmon and steelhead in that river and the only salmon run in the state of Nevada. This dam was built to serve irrigation interests by the Bureau of Reclamation. No fish passage was provided.

1934 The commercial sale of steelhead in Washington is prohibited.

1934 The Columbia River Investigations program begins at the Montlake Laboratory and is closely associated with the water use development program for the Columbia River basin. An early and major part of the program is a comprehensive survey of all accessible salmon streams in the Columbia system.

1934 The largest egg collection for spring chinook in the North Santiam River happened this year with 13.2 million eggs from 4,125 females. (Willamette L Col R TRT 2005)

1935 Fish wheels, haul seines, traps and set nets are prohibited in Washington.

1935 Beulah Dam is constructed by the Bureau of Reclamation on the North Fork Malheur River without fish passage. This dam ends the chinook and steelhead runs in this river. The Malheur watershed is 4,750 square miles supporting large runs chinook and steelhead. Irrigation development and dam construction terminated these unique runs of wild salmon and steelhead.

1937 Oregon and Washington fisheries officials permitted to change fishing seasons. Prior to this the state legislatures were the only body to change seasons.

1938 Bonneville Dam is constructed on the Columbia 140 miles above the mouth. This dam was originally designed without fishways by the Army Corps of Engineers. Commercial fishing was prohibited five miles below and 15 miles above the dam.

1938 The peak steelhead harvest is 2.6 million pounds or 293,000 fish.

1938 The fish management agencies consider a 50% harvest rate excessive to the maintenance of the runs, yet 80% of the spring chinook and 65% of the fall chinook are taken in the commercial fishery.

1938 Willis Rich developed the Home Stream Theory of salmon management based on salmon tagging studies. He determined that salmon home to the streams where they were hatched. He held that proper conservation of salmon required protection of the salmon in each stream and the habitats that supported them. Rich's work confirms what Canada's Anderson determined in 1880, and runs counter to the U.S. concept of random spawning advocated by Livingston Stone and David Starr Jordan in 1883. But did Rich's home stream theory transform U.S. salmon management?

1938 Congress passes the Mitchell Act and authorizes $500,000 to correct the impacts of mainstem dams and other human activities in the basin. This money was used primarily to count salmon populations and inventory habitat conditions in the Columbia River tributaries, but morphed into hatchery development from Bonneville Dam down river.

1938 The Payette River was first surveyed for salmon production in this year. This river supported a large run of sockeye salmon, chinook and steelhead. It is a large Idaho tributary to the Snake River Dam construction (Black Canyon, 1923; and numerous smaller dams without fish passage) and irrigated agriculture destroyed the river for salmon and steelhead.

1939 Unity Dam is completed on Burnt River, a tributary of the Snake River, 326 miles above the mouth. This dam was completed without fish passage. Its purpose is to provide irrigation water. A watershed of 1200 square miles and is removed form salmon and steelhead production.

1939 Walterville Dam on McKenzie River put in service

1939 Fisheries biologist Rich predicts rapid "extermination of a large part of the remaining runs of Chinooks and bluebacks. (Bottom, 2005)

1940 Abiqua Cr., a tributary of the Pudding River had 250 spring chinook adults (Parkhurst

1950). Is this run extinct?

1941 Grand Coulee Dam is completed, eliminating 1,100 miles of salmon habitat in the upper Columbia for chinook, sockeye and steelhead. It is estimated that 90% of the sockeye runs in the Columbia were exterminated by this dam. The Spokane River salmon runs were terminated. This was one of the rivers that Livingston Stone identified in 1894 for a hatchery sight due to its strong salmon runs. A massive salmon transplanting effort moved upper Columbia River salmon to tributaries below the dam, believing that this would somehow rescue the runs.

1942 Eastern Oregon and Idaho salmon and steelhead streams are surveyed. This U.S. Fish and Wildlife Service report published in 1950 evaluates the environmental conditions of rivers for salmon production. This is the first extensive inventory of these watersheds. The early settlement of this area and irrigated agriculture has degraded most watersheds, ruining their value for salmon production. In addition, turn of the century irrigation dam construction by the Bureau of Reclamation eliminated salmon and steelhead runs from most watersheds. These dams were build without fish passage and there was no mitigation for any fish losses. However, some streams still had native runs of summer steelhead and spring chinook. An example is Eagle Creek, a tributary of the lower Powder River in Oregon.

1942 Weiser River, Idaho, still had a few chinook and summer steelhead using it. The biologists recommended that this watershed be saved by screening irrigation diversions and providing fish passage around irrigation dams. The headwaters of this river has a large amount of good spawning gravel.

1944 In September the Hanford Plant begins operation to produce plutonium

1945 A study on the population dynamics of salmon spawning in the tributaries of the Columbia River begins with funding by U.S. Army Corps of Engineers.

1946 The Mitchell Act is amended by Congress to permit the Secretary of Interior to enter into agreements with the states of Oregon, Washington and Idaho to use their hatcheries to enhance Pacific salmon runs. The Lower Columbia River Fishery Development Program was established which authorized the construction of 31 hatcheries in the Columbia Basin, but only 21 were built.

1946 Craig and Townsend observed that spring chinook juveniles moved downstream from February throughout the year. This 0-age juvenile migration was noted in other Willamette R tributaries. It was believed these fish were rearing in the lower Willamette and Columbia rivers. Scale analysis showed that 13.5% (8 out of 59) fish entered the ocean as subyearlings. See 2005 (Willamette, L Col R. TRT 2005)

1947 Molalla River run size estimated to be 500 spring chinook (Mattson 1948) In 1903 ODF surveys indicated the Molalla spring chinook run was already dramatically decreased and surveys in 1940 and 1941 recorded 882 and 993 spring chinook respectively, he estimated that the basin could support 5,000 adult spring chinook. (Parkhurst 1950)

1947 Mattson (1948) the spring chinook run size in the North Santiam River is estimated to be 2,830 fish. (Willamette, L Col TRT 2005)

1948 The McKenzie R historic spring chinook spawning areas included the mainstem McKenzie R, Smith R, Lost Cr., Horse Cr., South Fork, Blue R., and Gate Cr. (Mattson 1948). "Currently the McKenzie River is the only basin above Willamette Falls to sustain any level of natural production" (Willamette, L Col R TRT 2005).

1948 The Middle Fork of the Willamette spring chinook had declined to 60 fish (Mattson 1948).

1948 The USFWS (1948) reported that suitable spawning gravel existed in the lower Row River (Willamette R) and Mosby Cr, but spring chinook were exterminated by flash dams constructed during logging operations.

1949 Drag seines, traps and set nets are prohibited in Oregon effective Sept. 14, 1950. The salmon wars between gill netters and other harvesters are being won by the gill net fishermen.

1949 Lewiston Dam on the Clearwater River in Idaho is built. It is a partial block to steelhead and spring chinook salmon. This dam was taken out in 1972.

1950 Parkhurst estimated that there was sufficient habitat in the North Santiam to accommodate at least 30,000 adults.

1950 Parkhurst estimated the Calapooia had habitat for 9,000 spring chinook, but the 1941 run was only 200 adults and Mattson (1948) estimated the run to be 30 fish in 1947. See 1995. (Willamette, L Col TRT 2005)

1950 Parkhurst (1950) estimated the McKenzie R had suitable habitat for 80,000 spring chinook.

1950 Parkhurst estimated that Fall Cr tributary to the Middle Fork Willamette R could support several thousand spring chinook. (Willamette, L Col R. TRT 2005)

1950 From 1950 to 1987 is notable for having no multiyear droughts in the bottom 15 percentile. (Gedalof et al 2004)

1953 McNary Dam is completed just downstream from the mouth of the Snake River. This dam removed mainstem spawning areas for fall chinook and created passage problems.

1953 Federal dam construction in the Willamette River Basin begins. Seven large dams are built between 1953 and 1968. These dams block wild spring chinook and winter steelhead form most of the high quality spawning grounds in the basin.

1953 Lookout Point and Dexter dams are completed on the Middle Fork of the Willamette R eliminating 345 km of salmon habitat (Cramer et al. 1996). Only Fall Cr basin remains accessible to spring chinook and winter steelhead. See 1965 and 1995.

1955 Chief Joseph Dam is completed and eliminates mainstem spawning on the upper Columbia.

1956 The Dalles Dam is completed just downstream from the mouth of the Deschutes River. The reservoir behind this dam flooded historic Native American fishing grounds at Celilo Falls. This dam was supported by the states because they believed the Indian harvest of salmon would be eliminated and the salmon would be saved.

1957 Pelton Dam is completed on the Deschutes River in Oregon, blocking spawning areas for spring chinook, steelhead and sockeye salmon. The national fight to save the Deschutes was lost.

1958 Brownlee Dam is completed on the Snake River, blocking all salmon migration into the Snake above that point, eliminating salmon spawning in the Boise, Weiser, Payette, Malheur, Powder, Salmon Creek, and many other watersheds.

1958 The original and long standing objective of hatcheries is to maintain the supply of salmon, i.e., replace natural production lost to habitat destruction and over-harvest. But the evaluation of hatchery programs focused on whether hatcheries contribute to the fisheries. This divergence between the goal and evaluation lead to an outcome where salmon could continue to decline but hatchery program were considered a success as long as the cost of artificial propagation was less than their economic contribution to the fishery. The cost of hatchery production did not include the loss of natural production resulting from watershed development or from hatchery operations.

1958 From 1921 through 1958 the harvest of chinook in the Columbia averaged 15 million pounds, down from the average catch of 25 million pounds in the period 1889 to 1920. Form 1954 to 1958 the average harvest was only 6.9 million pounds. Some of this decline is attributed to an expanding ocean troll fishery, but a chinook decline in the river is still evident for this period.

1958 A OFC survey observed 3,198 spring chinook redds in the McKenzie River (Willis et al. 1960) See 1963.

1959 Priest Rapids Dam is completed on the Columbia above the mouth of the Snake River. This dam removes mainstem spawning for fall chinook and presents a passage problem for all species.

1959 Two new fishways are completed on Columbia River tributaries for a total of 20 major fishways constructed since the Columbia River Fishery Development Program began in 1948.

1960 Hatchery production increased rapidly due to improved diets and disease control. The release of chinook in the Columbia increased from 61million fish in 1960 to 144 million in 1989 and a peak of 160 million in 1988. But as releases of hatchery fish increased, the return of adult chinook decreased.

1960 Doubling the hatchery program for chinook salmon did not result in a sustained reversal of the decline from earlier years. Hatchery fish now make up 80% of the returning salmon and steelhead in the Columbia. By limiting the focus of hatchery evaluations on cost-benefit analysis fish managers declare the hatchery programs a success even though the program failed to achieve its mitigation objectives and total abundance in the Columbia continues to decline.

1960s Spring and summer chinook smolt to adult return rates of these populations fell from greater than 4% in the mid to late 1960s when only four dams were in place, to generally less than 2% during the 1970s after seven or eight dams were in operation on the Columbia and Snake rivers. (Raymond 1988, Williams et al. 2001).

From 1966 to 1968, with only four or five dams in place on the Columbia and Snake rivers, the per dam survival estimates for chinook and steelhead was 45%. Survival estimates decreased to 20% as dams were added in the 1970s. During low flow conditions of 1973 and 1977 survival for chinook was 1-3% and for steelhead less than 1%. For the years 1993-1999 per project survival estimates ranged from 31% to 59%. In some years system survival rates exceeded that of the 1960s when only four dams and reservoirs existed. (Williams et al. 2001).

1960 Introduced shad have increased greatly from 1960 to 1990 with 2-4 million adults per year migrating up the Columbia past Bonneville Dam. They migrate 600 km up the Columbia and Snake. Interactions with salmonids is unknown, but they share the same food resources in the river and may be competitive in the ocean. The transformation of the Columbia by dams has created the spawning and rearing environment that favors shad.

1961 Rocky Reach Dam on the Columbia and Ice Harbor and Oxbow dams on the Snake are completed. Oxbow is a block to upstream migration. When the Oxbow reservoir was filled, the Snake River downstream was dewatered, killing thousands of salmon.

1961 The first comprehensive program to study juvenile salmonid migrants in the Columbia and Snake Rivers is initiated.

1961 Hills Dam (Willamette River) put in service

1963 Mayfield Dam on the upper Cowlitz River, a large tributary to the lower Columbia River is completed, blocking wild spring chinook, coho, fall chinook, winter steelhead and summer steelhead from most of the high quality rearing grounds in the basin. In 1968 Mossyrock Dam is built.

1963 Wanapum Dam is completed on the upper Columbia.

1963 Cougar Dam on McKenzie River put in service, eliminating 56 km of spawning habitat on the South Fork McKenzie R. The SF McKenzie was considered the best salmon producing stream in the drainage (USFWS 1948). (Willamette, L Col R TRT 2005)

1965 Summer chinook fishing is closed on the Columbia to protect the stock. A total of 63,500 adults passed Bonneville Dam in that year.

1965 Fall Cr Dam included fish passage, but they worked only during high flow years.

1966 Lower Columbia River coho salmon have a spawner abundance of 38 fish per mile

1966 Fall chinook spawners number 12,800 in the Snake River.

1966 Dams on Santiam River put in service

1967 Hells Canyon Dam is completed on the Snake River. This dam is a complete block to fish passage and removes about 80% of the fall chinook spawning habitat in the Snake River.

1967 Wells Dam completed on the upper Columbia. This dam inundated important spring chinook spawning areas.

1968 The tribes file the U.S. v Oregon law suit to protect their treaty fishing rights and gain commercial fishing rights to the Columbia above Bonneville Dam...

1968 The governors of Oregon, Washington, and Idaho establish the Columbia River Fisheries Advisory Council composed of the fish and game directors of these states. This later becomes the Columbia Basin Fish and Wildlife Authority.

1968 John Day dam is completed on the Columbia just downstream from the John Day River. This dam remains a major problem for fish passage.

1968 Leonard A. Fulton, a biologist with the NMFS, estimated that an average of 34,000 fall chinook spawned between John Day and McNary Dams. He indicated that significant numbers spawned in the area inundated by McNary Dam.

1968 Blue River Dam on McKenzie River put in service, eliminating 32 km of spring chinook spawning habitat. (Willamette, L Col R TRT 2005)

1969 Lower Monumental Dam is completed on the Snake River creating passage problems and high concentrations of gas bubble disease.

1969 Commercial fishery rules above Bonneville Dam are established to include the area from the Bridge of the Gods to the mouth of the Umatilla River, with closures at mouths of rivers, dams, and with gear restrictions.

1960s-1970s Nitrogen supersaturation kills thousands of salmon due to spill at dams.

1970 Little Goose Dam completed on the Snake River, creating passage problems.

1972 Dworshak Dam is built on the North Fork Clearwater River in Idaho, blocking this large productive tributary to B-run steelhead and spring chinook. The reservoir is 50 miles long and the dam is near the mouth of the river. A hatchery was constructed to mitigate for the dam.

1973 Severe drought in the Columbia River Basin caused low flow conditions and extreme mortality for salmon and steelhead passing through eight hydro dams from the Snake River to below Bonneville Dam. Spring chinook juveniles survival was 1-3% (97-99 percent mortality) and summer steelhead survival was less than 1% (>99 percent mortality) (Williams et al. 2001). See 2001.

1973 The Endangered Species Act passed by Congress. Fish agencies begin review of salmon and steelhead status for upper Columbia and Snake rivers under the ESA. This review was suspended in 1978 in anticipation of the N.W. Power Planning Act passed by Congress in 1980. It was believed that the Power Act would supply the money and measures to recover depleted salmon and steelhead runs.

1974 Dworshak Dam is completed on the North Fork Clearwater River in Idaho. This blocked the major production area for B-run summer steelhead in the Columbia Basin. Dworshak Hatchery was built to rescue this unique steelhead run.

1975 The Columbia River sockeye salmon fishery is closed.

1975 Chum salmon harvest in the lower river is a record low of 5,700 pounds or 500 fish. This represents a 99% reduction in chum salmon abundance since 1928.

1975 By initiative measure the citizens of Oregon prohibit the sale of steelhead by commercial fishermen. The tribes are excluded from this law and continue to sell steelhead.

1975 The Oregon Fish Commission and Wildlife Commission are merged to create the Oregon Department of Fish and Wildlife.

1975 Lower Granite Dam is completed on the Snake River. Salmon and steelhead in the Snake Basin have eight dams to cross twice in their life cycle.

1976 Spring chinook fishery is closed in the Columbia River.

1976 Scientists discover a shift in ocean productivity resulting in lower survival in northwest salmonids for the next twenty years. The combination of poor ocean survival and freshwater mortality caused by dams create a severe decline in upriver stocks.

1976 Foster Dam blocks nearly all historical spring chinook spawning areas in the Middle Santiam River, Quartzville Creek, and South Santiam River. (Willamette, L Col R TRT 2005).

1977 Since 1957 summer chinook decline is 75%, the spring chinook decline is 50%, and fall chinook decline is 90%.

1977 Low flows in the Columbia and Snake rivers are caused by a severe drought causing a 97 to 99 % smolt mortality passing the eight mainstem dams.

1977 The federal court approved a five year management and allocation agreement between the states and tribes for salmon and steelhead.

1977 The four Columbia River treaty Indian tribes (Warm Springs, Nez Perce, Umatilla, and Yakima tribes) form the Inter-Tribal Fish Commission to represent their interests in the salmon fishery above Bonneville Dam.

1978 The Oregon Department of Fish and Wildlife establishes for the first time in its history a wild fish policy. The policy is primarily concerned about where hatchery fish will not be released rather than an ecologically based protection plan. This policy is adopted as a result of public insistence.

1978 Evaluation of hatchery steelhead on the Deschutes River showed that interbreeding between hatchery and wild fish reduced survival and adult production. This study showed that hatchery fish survive better in the hatchery environment than in natural streams and that wild fish survival was poor in the hatchery while performing much better than hatchery fish in streams. This was the first study to raise concerns about using hatcheries as the primary mitigation tool for habitat destruction.

1979 Only 30 sockeye salmon cross Ice Harbor Dam on the Snake River.

1979 Idaho closes its spring chinook fishery.

1979 Oregon approves a policy to forego spawner abundance goals for coho salmon on the lower Columbia River in order to maximize the harvest of hatchery coho. Hatchery fish would be out-planted into tributaries to supplement the lack of natural spawners.

1979 The wild coho spawner abundance declines to 2 spawners per mile in tributaries to the lower Columbia River.

1980 Fall chinook in the upper Columbia River decline 50% over the past ten years.

1980 Congress passes the N.W. Power Act and makes salmon protection and enhancement equal with power production in the Columbia Basin.

1980 Congress passes the Salmon and Steelhead Enhancement Act to create a coordinated management structure for the fisheries and to plan for enhancement. Planners met for several years and held public hearing on their plan but it was never funded.

1981 Prior to 1981 the investment of funds on salmon in the Columbia has been about $500 million with 43% going toward hatcheries, 37% to passage, less than 1% for habitat, and 20% for research.

1982 161 million salmon smolts are released annually into the Columbia River, yet the runs continue to decline.

1982 The first fish and wildlife program of the N.W. Power Council is adopted for the Columbia River. The fish agencies argue: “Mixed stock fisheries successfully operated for many years on upriver stocks without causing depletion, prior to full hydroelectric dam development on the mainstem Columbia and Snake rivers.” These agencies take

exception to the Power Council's emphasis on restoration of wild fish and take a stand for more hatcheries.

1982 No specific recommendations were received regarding the maintenance of wild stocks on the Columbia River by the fish management agencies on the Columbia River in the first regional fish and wildlife plan adopted by the Power Planning Council for the Columbia Basin.

1983 A very powerful El Nino event warms the ocean causing poor returns of salmon, but increased rain and snow fall through 1985 improve rearing conditions in the Columbia Basin and survival of fish increase. Salmon that migrate to ocean rearing areas off Alaska survive at a higher rate than stocks that have a more southern distribution during El Nino events.

1985 The Columbia River salmon resources have been harvested by non-Indians for 124 years and the management of the salmon resources have been in place for 90 years.

1985 The U.S. and Canada sign a salmon interception treaty after 20 years of negotiations. The runs are so depleted in both countries the treaty is needed. However, this treaty will not be renewed and remains unsigned in 1998.

1985 The current Columbia River salmon and steelhead run size is about 2.5 million fish of which about 80% are of hatchery origin. The new Fish and Wildlife Program seeks to double the runs.

1985 The estimated loss of anadromous salmonids in the Columbia is between 7 and 16 million fish. Wild salmon and steelhead represent just 3% of their historic abundance.

1985 In the Columbia Basin 31% of the stream miles that use to be available for salmon spawning and rearing have been blocked or degraded so they are no longer in production. This means that 55% of the total watershed has been removed from production, or 9,000 miles of stream.

1985 In Oregon over 4,000 miles of streams once available to anadromous fish have been removed from production.

1986 Coho salmon in the Snake River go extinct. Fish management agencies did not regulate the fisheries to meet spawner abundance goals to perpetuate this species.

1986 The Mitchell Act fish recovery funding spent 79% on hatcheries and 10% on habitat improvement and screening of irrigation diversion.

1988 The federal court approves an agreement between the states and tribes under U.S. v Oregon that creates the Columbia River Fish Management Plan. Fisheries management and hatchery production will be managed through this court ordered agreement. This plan also gives the tribes a certain allocation of the fish and the states must restrict their harvests before they can restrict the tribes.

1988 The NW Power Planning Council adopts the Protected Areas Program placing 44,000 miles of salmon and steelhead streams off limits to hydroelectric dam development. The

Council found that hydro development and salmon health were incompatible. The protected areas rule advises the Federal Energy Regulatory Commission.

1990 Coho salmon in the lower Columbia River decline to less than one spawner per mile, and citizens prepare a petition to list the wild coho as an endangered species.

1990 The Shoshone-Bannock tribes petition to list sockeye salmon in the Snake River as an endangered species. In 1991 no adult sockeye returned to their natal waters of Redfish Lake in the Salmon River Basin. This sockeye run had not been managed to deliver enough adults to perpetuate the run.

1990 This year only 75 wild fall chinook, 135 wild summer chinook and 244 spring chinook pass above Lower Granite Dam. Extinction is at hand.

1991 Total expenditures for salmon protection on the Columbia River from 1981 to 1991, based on a GAO report, were $1,400,000 with 40% going toward more hatcheries, 34% for fish passage at dams, 7% for habitat protection, and 20% for research. The salmon runs continue to decline.

1991 Snake River sockeye salmon are listed as an endangered species. This is the only sockeye population in the world that migrates so far inland to spawn and at such a high elevation. http://www.nwr.noaa.gov/1salmon/salmesa/socksnk.htm

1991 The first status assessment of west coast anadromous salmonids was published by the American Fisheries Society in the March-April edition of *Fisheries*. This study is called Pacific Salmon at the Crossroads, identified 214 native wild populations in Oregon, Washington, Idaho, and California. Of these 101 are at high risk of extinction, 58 are at moderate risk of extinction and 54 are of special concern. There are 76 stocks in peril within the Columbia Basin.

1991 Senator Hatfield of Oregon organizes a formal meeting of all interest groups in the Columbia Basin in an effort to resolve the salmon decline and build a recovery program. It became known as the Salmon Summit. A few commitments were made, but it did not result in a recovery plan of salmon.

1991 The U.S. Forest Service re-evaluates the number and size of large pools in streams that were first evaluated in 1940. They looked at 204 stream miles in 15 watersheds. In all managed watersheds large pool habitats decreased 30 to 70% while in all wilderness watersheds, the number of large pools were either stable or grew in size.

1992 The Snake River spring, summer, and fall chinook are listed as a threatened species under the Endangered Species Act. This was in response to a petition from the public not the fish management agencies. The spring and summer chinook had escapement goals but they were never achieved and the fall chinook had no escapement goal and were managed, like the Snake River sockeye and coho, for extinction.
http://www.nwr.noaa.gov/1salmon/salmesa/chinsrs.htm (spring/summer chinook)
http://www.nwr.noaa.gov/1salmon/salmesa/chinsrf.htm (fall chinook)

1992 The National Marine Fisheries Service finds that lower Columbia River coho salmon are not warranted for listing under the ESA because no distinct native wild populations can be found in the lower river. The conclusion is that lower Columbia River wild coho

salmon are extinct and the fish that are found in spawning streams are stray hatchery stocks. The extinction of lower Columbia River coho is the result of Oregon and Washington fishery management that maximized harvest of hatchery coho and set no conservation standards for wild coho salmon. This official approach to fish management set the stage for coho salmon extinction.

1992 The Oregon Department of Fish and Wildlife revised its wild fish management policy setting out gene conservation goals for wild fish management for the first time. The agency also establishes a natural production program with five biologists for the first time in history. Public advocacy rather than agency initiative created this change.

1992 The Washington Department of Fish and Wildlife complete the first status report for sea-run salmonids in the state called the SASSI (Salmon and Steelhead Stock Inventory) http://wdfw.wa.gov/fish/sassi/sassi.htm

1993 The Washington legislature caused the Washington Department of Fisheries and the Department of Wildlife to merge into the department of fish and wildlife. The commissioners are appointed by the governor.

1993 U.S. District Judge Malcolm F. Marsh orders the federal government to improve dam operations on the Columbia to reduce their hazards to salmon.

1994 The U.S. Fish and Wildlife Service conducted a review of the national fish hatchery program and they found the program needed a fundamental redirection toward supporting ecosystem management that restores depleted populations and recovers ESA-listed stocks. A well defined national fish hatchery program with definite goals, objectives, and evaluation did not exist.

1994 Ocean salmon fishing is banned for first time off the northern Oregon and Washington coasts.

1994 Washington fish and game biologists file ESA petitions on behalf of 9 coho salmon runs in Puget Sound. This is the first time a fish management agency initiated action under the ESA to protect wild salmon.

1994 Native Fish Society requests independent scientific evaluation of harvest on ESA-listed salmonids in the Columbia River. This evaluation is not completed until 2005. A reason noted by the Power Planning Council is that this evaluation is resisted by the fish management agencies.

1995 The federal government dictates that more water in the Columbia and Snake rivers must be used for salmon instead of power production and irrigation.

1995 Nicholas (ODFW 1995) considered the Calapooia R spring chinook run extinct and Fall Cr spring chinook, tributary to the MF Willamette R to be extinct. (Willamette, L Col R TRT 2005).

1996 The second independent scientific review of Pacific salmon status is published by the National Research Council. The NRC states that management of hatcheries has adverse effects on natural salmon populations. The book, *Upstream*, makes recommendations for salmon management and recovery, but there is no institutional means by which they can be implemented in the Columbia Basin. This status review was secured by Senator

Hatfield, following the Salmon Summit. The NRC concludes that current hatchery practices do not operate within a coherent strategy based on the genetic structure of salmon populations and lack genetic guidance from an explicit conservation policy.

1996 Senator Gorton, ® Washington, required the NW Power Planning Council to establish independent science advisory panels to review projects before funding approval by the Council and the Bonneville Power Administration. This required, for the first time, that salmon projects be submitted for scientific review. This requirement set in motion the use of independent scientific teams at the state level, resulting in the formation of the Oregon Independent Multidisciplinary Scientific Team and the Hatchery Scientific Review Group in Washington state.

1996 The Independent Scientific Group of the NW Power Council reviewed the hatchery program and said hatcheries can have adverse effects on wild fish and have failed to replace or mitigate for lost natural production of salmonids. All three evaluations agreed that hatcheries have failed to meet objectives, they created adverse effects on natural populations, and performance evaluation is lacking.

1997 The native steelhead of the upper Columbia River are listed endangered under the ESA by the NMFS. This includes all populations upstream from the Yakima River. http://www.nwr.noaa.gov/1salmon/salmesa/stlhucr.htm

1997 Native steelhead in the Snake River Basin are listed threatened under the ESA by the NMFS. http://www.nwr.noaa.gov/1salmon/salmesa/stlhsrb.htm

1997 Washington Department of Fish and Wildlife adopt the Wild Salmonid Policy after years of debate. Director Bern Shanks advocated the policy and was removed from office. The goal of the policy is to protect, restore, and enhance the productivity, production, and diversity of wild salmonids and their ecosystems…

1997 The U.S. Congress directed the Northwest Power Planning Council, with the assistance of the Independent Scientific Advisory Board, to conduct a thorough review of all federally funded hatchery programs in the Columbia River Basin.

1998 Native steelhead in the lower Columbia River are listed as a threatened species by the NMFS. The ESU includes all naturally spawned populations of steelhead (and their progeny) in streams and tributaries to the Columbia River between the Cowlitz and Wind Rivers, Washington (inclusive) and the Willamette and Hood Rivers, Oregon (inclusive). Excluded are steelhead in the upper Willamette River Basin above Willamette Falls and steelhead from the Little and Big White Salmon Rivers in Washington. http://www.nwr.noaa.gov/1salmon/salmesa/stlhlcr.htm

1998 Human development of the basin has reduced the area available to salmon and steelhead to just 73,000 square miles. Of all salmon and steelhead habitat in the basin, 55% of the area and 31% of the stream miles have been eliminated by dam construction.

1998 The Oregon Department of Environmental Quality completes a list of water quality limited streams. Excessive stream temperatures that do not support salmonids are found in 5,863 miles of streams in Oregon's part of the Columbia Basin.

1999 Chum salmon in the lower Columbia River are listed as a threatened species under the ESA. http://www.nwr.noaa.gov/1salmon/salmesa/chumcr.htm

1999 Fall chinook in the lower Columbia River are listed as a threatened species under the ESA. http://www.nwr.noaa.gov/1salmon/salmesa/chinlcr.htm

1999 Spring chinook in the Willamette River above the falls and the Clackamas River listed as threatened. http://www.nwr.noaa.gov/1salmon/salmesa/chinuwr.htm

1999 Spring chinook in the upper Columbia River are listed as endangered. The ESU includes all naturally spawned populations of chinook salmon in all river reaches accessible to chinook salmon in Columbia River tributaries upstream of the Rock Island Dam and downstream of Chief Joseph Dam in Washington, excluding the Okanogan River. Chinook salmon (and their progeny) from the following hatchery stocks are considered part of the listed ESU: Chiwawa River (spring run); Methow River (spring run); Twisp River (spring run); Chewuch River (spring run); White River (spring run); and Nason Creek (spring run). http://www.nwr.noaa.gov/1salmon/salmesa/chinucrs.htm

1999 Winter steelhead in the Willamette River above the falls are listed as a threatened species under the ESA. http://www.nwr.noaa.gov/1salmon/salmesa/stlhuwr.htm

1999 Winter and summer steelhead in the middle Columbia are listed as threatened under the ESA. The ESU includes all naturally spawned populations of steelhead in streams from above the Wind River, Washington, and the Hood River, Oregon (exclusive), upstream to, and including, the Yakima River, Washington. Excluded are steelhead from the Snake River Basin. http://www.nwr.noaa.gov/1salmon/salmesa/stlhmcr.htm

1999 The state of Oregon lists the lower Columbia River coho salmon as an endangered species. The National Marine Fisheries Service continues to refuse to list these salmon, continuing their status reviews following the initial petition from the public to list them in 1991.

1999 The NW Power Planning Council responds to direction from Congress to evaluate the Columbia River hatchery program and develop a coordinated policy for future operation of federal hatcheries. This resulted in the Artificial Production Review http://www.nwr.noaa.gov/1hgmp/template/APR99-15.pdf

2000 For the first time in 125 years, the National Marine Fisheries Service requires Hatchery and Genetic Management Plans be written for each hatchery in the Columbia Basin. The primary purpose of the HGMP is to provide a single, comprehensive source of information regarding anadromous salmonid hatchery programs. The National Marine Fisheries Service (NMFS) will use this information in its Endangered Species Act (ESA) processes to assess impacts on listed anadromous fish. An additional, important purpose of the plans is the creation of a source for comprehensive hatchery program information for use in regional fish production and management planning by federal, state, and tribal managers.

2001 Oregon Department of Fish and Wildlife adopt a recovery management plan for lower Columbia River coho salmon. The NMFS considers these fish as a candidate for listing, but have taken no action to list them.

2001 A federal judge in Oregon rules that NOAA Fisheries, a federal agency, could not define salmon as including both hatchery and wild salmon but then only protect the wild salmon under the ESA. As a result, the judge removed protection for Oregon coastal coho salmon. Rather than appealing the "Hogan decision," NOAA Fisheries decided to re-evaluate the status of every federal listed salmonid species in the Pacific Northwest, and began rewriting their hatchery policy. See 2004

2001 NMFS concludes that even though the Columbia River hydropower system contributes to salmonid mortality, it is much lower than in the 1970s , and "the hydropower system may no longer represent the most important factor leading to the present low smolt to adult survival." (Williams et al. 2001).

2002 In response to the "Hogan decision" industry and private property rights groups petition the federal government to take all salmon and steelhead off the Endangered Species Act list. The environmental groups submitted petitions to protect only the wild portion of 15 salmon and steelhead groups. The federal government accepts both the petition to delist and to list only wild salmonids. The petition to list only wild salmonids was rejected.

2003 NOAA Fisheries convened a team of scientists to update the biological status of all 27 groups of listed salmonids in the Pacific Northwest. They found that none of these groups had improved and that three had declined since they were originally listed under the ESA.

2003 Judge Redden ruled that the federal government could not conclude that they were adequately protecting salmon from dam operations on the Columbia River. He remands the 2000 Biological Opinion to NOAA Fisheries to make it consistent with federal law.

2003 Representative Norm Dicks of Washington State launched a new requirement to mark all hatchery fish in the Interior Appropriations Bill signed by President Bush in February. Hatchery fish reared in federal hatcheries or paid for with federal money are to be marked. This is normally done by removing the adipose fin near the tail on the dorsal side of the fish. A salmon or steelhead with a missing adipose fin is legal to take home. This law continues to be opposed by state and tribal fish mangers and was never fully implemented.

2003 NOAA Fisheries proposes lower Columbia River for listing as a threatened species and proposes to change the listing of upper Columbia River steelhead from endangered to threatened.

2003 In response to the Congressional request for an evaluation of federal hatcheries in the Columbia River Basin (1997) the Power Planning Council issues a report on hatcheries. This report includes all hatchery programs in the Columbia basin not just federally funded ones. The report finds the following: 1) Many segregated hatchery programs contribute significantly to wild spawning populations, despite the intention to separate hatchery and wild fish. The amount of mixing was unknown in a third of segregated programs. In addition, 41 percent used non-local broodstock and 63 percent transferred or released fish from outside the stream system. 2) Harvest remains the primary reason for hatchery programs in the Columbia River Basin. This is particularly the case in the lower river. 3) Identification of hatchery funding is a complex issue because most programs are funded from a variety of direct and indirect sources.4) Information on the number of recruits per spawner was collected for less than 5 percent of programs, smolt-to-adult

survival figures were available for 35.6 percent of programs, escapement figures were collected for 20.7 percent of programs, and about 33 percent of programs had information on escapement. http://www.nwppc.org/library/2003/2003-17.htm

2003 The Oregon Legislature diverts $4 million from habitat funds to establish a research salmon hatchery proposed by ODFW to make hatchery salmon like wild salmon. The money was committed to this project prior to the development of an operational or research plan. In addition, ODFW does away with its habitat division and fires the program administrator.

2003 The Oregon Department of Fish and Wildlife reforms its Wild Fish Policy (1978) and adopts a Native Fish Conservation Policy to provide conservation management plans for all native fish populations in the state and requires a complete stock status assessment. http://www.dfw.state.or.us/nfcp/NFCP_091203.pdf

2004 Columbia River flows at The Dalles Dam are 10% higher and winter flows are 3% lower than 1900 conditions. (Gedalof et al. 2004)

2004 The federal government (NOAA Fisheries) in response to Judge Redden proposes a new draft Biological Opinion on the federal hydroelectric dams in the Columbia River to include these dams as part of the natural ecosystem of salmon, thus removing them for from jeopardy evaluation for recovery of ESA-listed salmon.

2004 The federal government (NOAA Fisheries) proposes a hatchery policy that includes hatchery salmon as a listed species along with wild salmon. The hatchery salmon would be included in the listing determination. This proposal advances the idea that hatchery and wild salmon are equal and the same. http://www.nwr.noaa.gov/reference/frn/2004/69FR31354.pdf

2004 An independent scientific group invited to help develop the NOAA Fisheries new hatchery policy recommended that hatchery salmon should not be listed. NOAA Fisheries rejected their input and the scientists had to publish their findings in *Science* to get their recommendations out to the public. They said do not list hatchery fish along with wild salmonids under the ESA.

2004 The NOAA Fisheries public hearing on the proposed hatchery and listing policy in Portland, Oregon is delayed because it would take place when President George W. Bush is in Portland on a re-election campaign swing.

2004 The lower Columbia River Salmon recovery Plan identifies 21 separate populations of chinook salmon within the tule component of this ESU. The populations in this ESU are thought to have been greatly affected by out-of-basin hatchery strays. Recovery of tule fall chinook depends upon more selective and reduced harvest in the ocean and in the Columbia River as well as separating naturally spawning hatchery fish from wild tule fall chinook.

2004 The Native Fish Society asks NOAA Fisheries and ODFW to conduct harvest accounting to evaluate the effect of harvest on the status and recovery of ESA-listed salmon. The NOAA Fisheries says the accounting is needed but takes no action. ODFW, however, says that it will begin this evaluation at the end of 2004.

2004 The Native Fish Society compiles information on remaining wild salmonids in the Northwest, but discovers there is no specific documentation. The criteria is to identify those wild salmonids that have no direct hatchery fish releases or a hatchery fish stray rate of 5 percent or less. Because the wild populations are not identified and have no specific program for conservation management, the region is unable to maintain or protect the legacy of biological diversity that has evolved over the last 40 million years.

2004 The Oregon Department of Fish and Wildlife develops the first comprehensive stock status report for all native fish in Oregon.

2004 There is no indication that the Washington Wild Salmonid Policy, adopted in 1997, has been implemented. The WDFW is recommending that the promise of future management actions be use to recover lower Columbia River wild coho salmon rather than have them listed as an endangered species. http://wdfw.wa.gov/fish/wsp/wsp.htm

2004 A $12 million fish slide is prepared for Ice Harbor Dam on the Snake River. A prototype was tested at Lower Granite Dam and credited with improving the survival of juvenile salmon. It also uses less water than spill, which excites BPA because the "wasted water" can be run through the turbines to make electricity that BPA sells. Each of the federal dams is to be fitted with this new fish slide. Independent evaluation, however, says that survival improvements for salmon and steelhead smolts are not statistically significant.

2004 Every spring eight million hatchery steelhead smolts are released to migrate to the ocean by Idaho Fish and Game. About 1.1 million or 14 percent of these juvenile fish do not have their adipose fin clipped off. When the steelhead return as adults, the unclipped hatchery steelhead are left in the rivers to spawn naturally. When unclipped hatchery fish stray into other watersheds they cannot be removed legally by angling, yet they interbreed with wild fish in those watersheds reducing the reproductive success of the wild population, many of which are listed under the ESA.

2004 The Bush Administration proposes to remove 80% of the critical habitat designation for ESA-listed salmonids on the West Coast.

2004 The Technical Review Team for the lower Columbia and Willamette rivers publish a status report for salmonids. They find that all spring chinook and winter steelhead populations are either at very high risk or high risk of extinction and that there are no wild populations that are viable.

2005 Oregon and Washington fish management agencies propose to increase the kill of ESA-listed wild winter steelhead in the lower Columbia and Willamette rivers from 2% of the run to 6% in order to gain access to harvest more hatchery spring chinook in the commercial fishery. The Washington fish and wildlife commission supports an increase to 4% while the Oregon commission rejects the proposed increase, keeping it at 2%.

2005 The Department of Fisheries and Oceans publishes the first wild salmon policy draft for public comment in British Columbia.

2005 Research results sponsored by the City of Portland (2005) indicate that naturally produced spring chinook subyearlings rear in the lower Willamette in the urban part of the river and are concentrated along shallow natural beach areas in the winter and spring.

2005 Canada scientists recommend Okanogan River Chinook salmon be listed as an endangred species under the Species At Risk Act. (The Committee on the Status of Endangered Wildlife in Canada, May 6, 2005)

2005 Fish agencies do not count wild spring chinook in the Columbia River basin as these fish move past the dams or in the Willamette River over the falls. They estimate the number of ESA-listed fish rather than measure actual numbers. Not all hatchery chinook in the Columbia are marked so an accurate count of wild chinook is not possible. The Willamette wild chinook count is not required by the state fish agency.

2005 On June 16th NMFS issues its final hatchery policy, its final updates of ESA listings for 16 West Coast salmon populations and extends for six months a final decision on Oregon Coast coho salmon and ten populations of steelhead.

2005 Lower Columbia River Coho Added as "Threatened." The lower Columbia River coho, which had previously been denoted a "candidate" species, was listed as "threatened" in the final determination, increasing the total ESUs listed from 26 to 27. (see 1991 and 1999) http://www.nwr.noaa.gov/AlseaResponse/20040528/hlp_esufs6_05.pdf

2005 Federal judge James Redden rejects NMFS Hydro Biological opinion and remands it to the agency to fix so that salmon are protected. He previously rejected the 2000 Biological opinion and now the one that replaced it in 2004.

2007 Federal Judge rules against NMFS on upper Columbia River steelhead listing. NMFS wanted to count hatchery fish and say the steelhead qualified for threatened status rather than endangered. The judge said that only natural fish count under the ESA and upper Columbia River steelhead are listed as an endangered species.

2007 Federal Magistrate rules in favor of Oregon Coastal Coho listing under the ESA following a review of NMFS proposal to not list coho salmon based on the ODFW coho salmon assessment. The magistrate relied on science in the decision saying that NMFS acted were relisted in 2008 as a threatened species.

2007 In April BPA sold more power from Columbia River dams than it could produce and it could not buy more in the market to cover the shortfall. A cold snap increased the power demand so BPA, in the middle of the salmon smolt outmigration to the sea, cranked up the turbines to produce power to cover its shortfall. Judge Redden, who is overseeing the hydro-salmon case, learned about what happened only through an anonymous phone message. The judge said, "BPA's sales commitments to customers always trump its obligation to protect ESA listed species. This was a marketing error and ESA-listed fish paid the price. This, the law does not permit." (Milstein, The Oregonian June 21, 2007)

2007 Federal Judge James Redden says the federal plan to protect salmon at federal dams falls so far short it may be worse for salmon than the two plans he' already rejected. The judge warned the government that it is unlikely they will get another chance to do the right thing for salmon. The judge said "I instructed federal defendants to consider all mitigation measures necessary to avoid jeopardy (to salmon), including removal of the four lower Snake River Dams, if all else failed. I also instructed the federal defendants to ensure that any mitigation measures are reasonably certain to occur." But the judge was disappointed again by the government plan and said "…federal defendants seem

unwilling to seriously consider any significant changes to the status quo dam operations." (Milstein, The Oregonian, Dec 11, 2007)

2008 This proposed agreement between the Bonneville Power Administration, the Army Corps of Engineers, the Bureau of Reclamation and four Columbia River tribes would provide the tribes with $900 million over ten years. In exchange for this money the tribes agree to not seek removal of federal dams or to take legal action to enforce federal Clean Water Act regulations covering gas bubble disease or water temperatures that affect the survival of salmonids. Nearly $1 billion would be added to the $9 billion already spent on salmon recovery with no measurable benefit to salmon, nonetheless, this money is very important to the agencies and tribes involved with salmon recovery programs. Three Columbia River tribes signed this "Accord".

2008 The Coastal Conservation Association is formed by Gary Loomis to protect wild salmon and regulate harvest so that only the most selective fisheries are allowed to harvest salmon.

2008 As a result of NMFS's continuing review, "we have taken action to reduce the total exploitation rate on tule fall chinook from 49% in 2006 to 42% in 2007 and then to 41% in 2008." (NMFS Guidance Letter to PFMC March 3, 2009) The NMFS requests that PFMC harvest not exceed 38% in the 2009 ocean fishery. The NMFS based this harvest rate reduction on the Coweeman River fall chinook stock which is believed to have less hatchery influence and to be relatively productive. However, Grays River tule fall chinook are exposed to the same harvest rate and scientific evaluation concludes this natural stock has a low tolerance for harvest. The Grays River tule fall chinook harvest rate ranges from zero to 8% impact.

2008 Lower Columbia River wild coho are found in only a few streams. They have a history of being overharvested (605 to 90%) and to compensate for the decline of natural spawners the states of Oregon and Washington have released hatchery fish in the tributaries to boost natural production. A more scientifically sound approach to harvest and hatchery impacts on wild coho after they were listed as a threatened species in 2005. The NMFS guidance letter to PFMC requests that the total exploitation rate limit on lower Columbia River coho not exceed 13.0%. (NMFS Guidance Letter to PFMC March 3, 2009) This harvest impact is 12% higher than it was in 2008, but it is justified on models developed by the states who regulate harvest for their constituents. The NMFS questions these models and requests that the states refine their models to "ensure that it addresses the needs of priority populations in particular and all populations in general."

2008 The Hatchery Science Review Group (HSRG) has been reviewing all hatchery programs in the Columbia River basin with the purpose of improving protection of wild salmon and steelhead. The HSRG is proposing to either block hatchery fish from spawning naturally with wild fish or integrating hatchery and wild salmonids so that the reproductive fitness of the wild population is not excessive. One proposal for hatchery programs in the lower Columbia River is to build weirs on tributaries to keep hatchery fish from spawning naturally with wild salmonids.

2009 In 1980 Congress created the Northwest Power Planning Council and its purpose is to balance hydroelectric supply with salmon production. In the last 27 years since the first

fish and wildlife program was adopted and a goal was set to double the runs of salmon and steelhead, the Council is now reviewing whether the abundance can grow to 5 million fish. Since the program was first adopted most salmon and steelhead in the Columbia River basin have been listed under the Endangered Species Act. The Council takes recommendations from state, federal and tribal fish agencies and the public, runs them through a scientific filter and proposes actions to be funded by the Bonneville Power Administration. Since the program was started about $9 billion have been spent to recovery salmon with no measurable effect.

Submission Number: ***MBTL-SEPA-DEIS-0000968***

Received: 5/24/2016 5:40:14 PM
Commenter: Kevin Jensen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0002815***

Received: 6/13/2016 2:35:26 PM
Commenter: Larry Jensen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Jobs like these are hard to create and we should be happy to have this great opportunity to grow Washington here in this region and throughout Washington as this will benefit many far and wide. I strongly urge you to make this happen. Larry Jensen, Vice President of the Skagit County Farm Bureau

Submission Number: ***MBTL-SEPA-DEIS-0001326***

Received: 5/26/2016 7:02:53 PM
Commenter: Mike Jensen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0002093***

Received: 6/7/2016 4:55:45 PM
Commenter: Tim Jessen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000825***

Received: 5/24/2016 11:34:42 AM
Commenter: Michael Jewell
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I live in a town that is already under siege from too many long, loud, dangerous trains passing through every hour. The last thing we need is a huge spike in the dirty coal trains that threaten our pristine Lake Pend Oreille. I support the “no action” alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). Millennium’s proposed coal export terminal would harm communities throughout the Northwest, with the most intense impacts felt in Longview, Washington, near the proposed terminal site. The project harms our health and safety, air and water quality, and natural resources. I urge your agencies to protect public health and natural resources. Reject coal export. Sincerely, Mike Jewell Sandpoint

Submission Number: ***MBTL-SEPA-DEIS-0001989***

Received: 6/6/2016 2:40:30 PM
Commenter: Rick Jewett
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn’t have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0001666***

Received: 5/31/2016 6:29:42 PM
Commenter: Eric Jhansen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0003256***

Received: 6/13/2016 7:14:57 PM
Commenter: Litzy Jimenez
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-PASCO-M2-00015***

Received: 6/2/2016 12:00:00 AM
Commenter: John
Organization:
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 John. I've lived in Pasco for 44 years.

I don't have a whole lot of statistics and all but, for the last 25, 30 years, we've been giving up jobs and spending money and using tax dollars to improve the environment. Now we have this weekend coming up, and we're going to set a record that was set in 1949. How long do you keep doing something that is not working? How much time do we give this? I obviously think it's a bunch of malarkey. As the previous speaker said, you have a minority of scientists that really believe this was (inaudible).

Another thing, we ride the train as much as we can. We see a whole lot of coal trains, and they pass by us at 60, 70 miles an hour, and I don't see a bit of dust coming off. Everybody is allowed their own opinion, but there's only one set of facts.

Anyway, I'm in favor of it. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002395***

Received: 6/9/2016 6:09:27 PM
Commenter: Angel Johns
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***TRANS-SPOKANE-Q2-00002***

Received: 5/26/2016 12:00:00 AM
Commenter: Bill Johns
Organization:
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 Bill Johns. I live right along the railroad tracks between Cheney and Spokane. My address is 12608 South Scribner Road, Cheney, 99004.

And I don't have any problems with the trains coming to Millenium port. In fact, I'd like to see more trains. We do need, at some point -- if we're going to keep buying things from the Chinese, we have to export something. We have to have a balance of trade someplace. Coal is one of the things, wheat, other products. But coal could be a main one and it's cleaner.

I also think that the extent of this EIS, clear back to Montana, is a way overreach on what the EIS should be involved in. I don't even think this hearing should be here in Spokane. Again, I live right along the tracks. I see the trains every day, what they're hauling, and I don't have a problem with it.

Thanks.

Submission Number: ***MBTL-SEPA-DEIS-0001045***

Received: 5/24/2016 6:31:58 PM
Commenter: Janell Johns
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0001701***

Received: 5/31/2016 7:03:45 PM
Commenter: Benjamin Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***TRANS-PASCO-M1-00002***

Received: 6/2/2016 12:00:00 AM
Commenter: Brad Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm here today to support the building and operation of the Millennium Bulk Terminal-Longview in Washington. China's emissions levels are going down due to the climate agreement that was signed in 2014. China is committed to promote green power dispatch giving priority to distribution and dispatching to renewable power generation and fossil fuel power generation of higher efficiency and lower emission levels.

Because China's population is so large, they must burn fossil fuel for power and produce products from key industries. In fact, China gets 80 percent of its electricity from coal. Washington state can be a partner in helping China lower its emissions levels if we export coal from the Powder River Basin. Powder River Basin coal has a lower sulfur content than the coal that China is mining and imports from Mongolia and Australia.

China is requiring power companies to retire an older, more polluting power plant for each new one they build. Having lower sulfur coal will encourage power companies to retire more polluting power plants and cut global warming emissions by more than a third.

Rail transportation has never been safer, according to the U.S. Department of Transportation Federal Railroad Administration. Human factor-caused accidents are down 45 percent, track defects are down 52 percent, and equipment defects are down 36.

Please approve this environmental impact statement and help Washington state be a partner in reducing the earth global warming emissions.

Submission Number: ***TRANS-SPOKANE-M1-00033***

Received: 5/26/2016 12:00:00 AM
Commenter: Brad Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Brad Johnson. I live in Spokane, Washington. I'm here to support the building and operation of the Millennium Bulk Terminal in Longview, Washington.

In November 2014, President Obama and President Jinping spoke together in Eugene to make a historic U.S./China joint announcement on climate change emphasizing that a personal commitment to the successful climate change agreement in Paris.

China is coming to promote green power, giving priority to distribution and dispatching renewable power generation and fossil fuel power generation of a higher efficiency and lower emissions.

However because China's population is so large, they must burn fossil fuels for power and to produce products from key industries such as iron and steel, paper making and other industries.

Coal has the highest BTUs for creating power. In fact, China gets 80 percent of their electricity from coal.

Washington State can partner and help China lower its emission levels if we export coal from the Powder River Basin. Powder River Basin coal has the lower sulfur content than the coal China is currently mining or importing from Mongolia and Australia.

China is requiring power companies to retire older, more polluting power plants for each new one that is being built. Having lower sulfur coal will encourage power companies in China to retire more of the polluting power plants. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002088***

Received: 6/7/2016 4:52:14 PM
Commenter: Darlene Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I would like for you to set a definite date for your decision and I want you to know that I totally support this project Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***TRANS-SPOKANE-M2-00039***

Received: 5/26/2016 12:00:00 AM
Commenter: Dave Johnson
Organization:
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 Dave Johnson. I'm a resident here in Spokane. And what to just voice my opinion about this coal terminal that's supposed to be coming out. And, well, I just want to say, you know, that we should destroy the planet. I think that we should totally give a couple jobs and then murder all the fish. But it's China's air. It's not like we live in a big bubble, right?

We should give some people some money and then poison the rest of us. It seems like it's a great idea. Right?

I tell my daughter that somebody needs some jobs and that's why he can't drink from the rivers anymore, that's why there's no more fish anymore, TAZ why everybody has to wear respirators all the time, because a couple people want some jobs.

It's not like we're earthlings caring about the rest of humanity, because we're all part of this planet and we're trying to protect the planet for the future, for our children, and not for the present satisfaction of a few rich people who were just destroying the planet.

Selfish ways will not succeed in the future. And we need to united together to protect the planet, and if a couple of people who are so starving for jobs that they can feed each other and pay for everyone to out here, well, that's not really a whole lot of sadness. Because everybody here in red is not being paid to be here.

You know, can people in blue say the same thing? Probably not. But let's destroy the planet and give them some jobs. Seems like a really good plan. Let's perpetuate the idea that we are all separate, that Chinese air is not our air. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002938***

Received: 6/13/2016 3:21:46 PM
Commenter: David Johnson
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Let's make this happen!

Submission Number: ***MBTL-SEPA-DEIS-0002568***

Received: 6/12/2016 11:34:05 PM
Commenter: Emma Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

No coal terminal. I am 13 years old. Although jobs are important, the earth is our only home. How can money even matter if our ecosystem is not healthy. Coal is a short term energy source, burning it is just increasing CO2 emissions. If the government really cares about the people and not major companies then it should not support the coal terminal because it would increase asthma is kids and change our climate forever.

Submission Number: ***TRANS-LV-M2-00122***

Received: 5/24/2016 12:00:00 AM
Commenter: Ethan Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello, my name is Ethan Johnson (phonetic). I'm studying to be a marine biologist at the University of New Haven, and I aspire to be an ecologist and writer. When it's threatening our capacity for change paired with our impact as individuals as a whole, I typically use the comparison that if every one of us were to buy a candle in honor for everyone who has ever died of air pollution, no one would ever need to turn on a light bulb ever again.

The point of this is to express concern for how people care about the lives of those affected by this industry. Even our very neighbors suffer from the effects of sulfur dioxide, nitrogen oxide and particulate matter in the air. Those who do care often fall into the self fulfilling prophesies of insignificant by fooling themselves into believing their lives don't matter.

The truth is we don't need coal dust spilling into the rivers and suffocating the zooplankton, the base of the Columbia's food chain. We don't need a mile-long train spilling dust as it rushes by a playground.

We need to show America the importance of our voices as laborers, tribe members, students, senior citizens. We need to demonstrate our intolerance to the coal industry and our condolences to the lives it has stomped on.

Submission Number: ***TRANS-LV-Q1-00072***

Received: 5/24/2016 12:00:00 AM
Commenter: Ethan Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Ethan Johnson. I'm studying to be a marine biologist at the University of New Haven, and I aspire to be an ecologist and a writer. When describing our capacity for change paired with our impact as individuals on the whole, I typically use the comparison that if everyone currently existing in this world could buy a candle in honor of everyone that has died of air pollution, no one would need to turn a light bulb on ever again. The point of this isn't to express some, you know, unreasonable solution that wouldn't work. We'd end up just wailing again, but it is to express concern for how little people care about the lives of those affected by this industry even as their very neighbors suffer from the effects of sulfur dioxide, nitrogen oxide, and particulate matter in the air. Those who do care often fall into the self-fulfilling prophecy of insignificance by fooling themselves into believing their voices don't matter. The truth is we don't need coal dust spilling into the rivers and suffocating plankton, the base of the Columbia River's food chain. We don't need a mile-long train spilling dust as it rushes by a playground. We need to show the rest of America the importance of our voices as laborers, tribe members, students, senior citizens. We need to demonstrate our intolerance of the coal industry and our condolence for the lives that it's stomped on.

Johnson, Gabe (2190)

Submission Number: ***MBTL-SEPA-DEIS-0002190***

Received: 6/7/2016 7:09:33 PM
Commenter: Gabe Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: ***MBTL-SEPA-DEIS-0001395***

Received: 5/26/2016 7:42:20 PM
Commenter: Heidi Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0000086***

Received: 5/5/2016 9:25:54 PM
Commenter: Holli Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you. Sincerely, Holli Johnson Hotrod6204@yahoo.com

Johnson, Jim (2786)

Submission Number: ***MBTL-SEPA-DEIS-0002786***

Received: 6/13/2016 2:21:45 PM
Commenter: Jim Johnson
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
We folks here in Montana support this project as it means life giving jobs to our residents. It is time to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0003041***

Received: 6/13/2016 4:54:54 PM
Commenter: Joseph Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0003384***

Received: 6/14/2016 12:08:21 AM
Commenter: Josh Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
More time is needed for public review. The standard 45-day comment period may be appropriate for rule updates, but this audience is particularly skewed toward the lay public and these documents are massive by all comparison. Thank-you. - Josh

Submission Number: ***MBTL-SEPA-DEIS-0003402***

Received: 6/14/2016 1:16:04 AM
Commenter: Josh Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The methods described in Section 5.8.1.4 to evaluate the impact of the Proposed Action do not include scenarios that are ultimately compliant with the regulatory setting outlined in Table 5.8.1.2. No scenario analyzed includes a viable path to meeting the state-specific targets in the 2015 Clean Power Plan, much the Paris goal of ending fossil fuel use for energy by 2100. Aggressive compliance with this plan is imperative first step for climate stability and national security in the mid- and long-term. Furthermore, the scenarios studied do not account for the leveraged impact on politicians, the populous, and our energy planners, and the cooperation of other nations that a No Action decision would have on what would've been the largest coal terminal in North America and (arguably) the last fossil fuel export proposal on America's West Coast.

Submission Number: ***MBTL-SEPA-DEIS-0003404***

Received: 6/14/2016 1:28:34 AM
Commenter: Josh Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The scenarios described in 5.8-2 do not account for the leveraged impact on politicians, the populous, energy planners, and the cooperation of other nations that a No Action decision will have on what would've been the largest coal terminal in North America and (arguably) the last major fossil fuel export proposal on America's West Coast. Moreover, the 2015 Energy Policy fails to account for the regulatory setting summarized in Table 5.8-1. As a result is grossly underestimates the impacts on climate change. Under this plan, the rate of sea level rise described in the document will, at best, be at the upper end of the 4-foot projection described in this report.

Submission Number: ***MBTL-SEPA-DEIS-0003409***

Received: 6/14/2016 2:03:12 AM
Commenter: Josh Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

S.7.9, the section describing Unavoidable and Significant and Adverse Impacts for Greenhouse Gas Emissions warrants a No-Action decision for three reasons. 1) The DEIS describes but does not quantify the impacts of climate change under each scenario evaluated. 2) The scenario on which the DEIS is based, "Preferred Scenario," the 2015 Energy Policy Scenario, is unsustainable, unsafe, and out-of-step with the regulatory setting described in Table 5.8-1. Impacts of climate change described are exceedingly optimistic - inconsistent with this status-quo / incrementally improved energy policy, per IPCC's AR5. 3) Any error or uncertain should be yielded to the tax-paying public and to future generations. The effects of climate change are irreversible over centuries, cumulative in effect, and imminent without bold action now.

Submission Number: ***MBTL-SEPA-DEIS-0003428***

Received: 6/14/2016 2:59:00 AM
Commenter: Josh Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The maximum average emissions listed in Table 5.6-5, for diesel emissions from the ~1460 units trains per day and the 840 ships per year are suspect (perhaps with the AERMOD input? Need more time to review. Given the high asthma rates in the area, I recommended third-party review prior to approval. This is perhaps the largest greatest impact on health due to this project.

Submission Number: ***MBTL-SEPA-DEIS-0003434***

Received: 6/14/2016 4:17:50 AM
Commenter: Josh Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

No Action. We live in a community almost completely ringed with levees, yet Section 4.1.4.1 dismisses the effect of sea level rise (from burning coal). This section cites our elevation and distance from the sea without mention of the the huge effect tides play on local river (and groundwater) levels, the elevation difference between the 500-year and 100-year levels of protection offered by the dikes, and the substantial percentages of Longview below 4', 6' and 8' NAVD88. Losing the 100-year level of protection would end our community. What tragic irony that the "Venice of the Northwest" would play host to North America's largest coal terminal. Again, No Action, until the issue is given its due. Who will pay to raise the levies? They were the greatest expense during the Longview's development...

Submission Number: ***TRANS-LV-M2-00123***

Received: 5/24/2016 12:00:00 AM
Commenter: Josh Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Josh Johnson (phonetic). I'm an engineer here in town, live and work here, recreate here, fish, windsurf here. Thank you for staying late here tonight. I've had a good time. Millennium guys have been cool. I've enjoyed listening to everyone tonight.

One woman said no action is action. And I couldn't agree more. The DEIS says the total increase in fossil fuel -- carbon dioxide can be 40 million tons over the life of this project. That's the net displacement in a market.

What that fails to take into account is what a no message would do today. Because saying no on the West Coast for good will change how people plan for utilities, how people plan for energy here and now. The other thing is we are in a dike community. It was R.A. Long's greatest expense.

And climate change will cause the sea level to rise. Wouldn't it be irony for us to be that export facility? And I wonder how hard it would be to get the federal funds to raise those levels. Because if we lose that gold star rating people won't be able to afford to live here because they won't get flood insurance. All new development will be on stilts. Something to think about.

Thank you and good night.

Submission Number: ***TRANS-LV-Q3-00013***

Received: 5/24/2016 12:00:00 AM
Commenter: Josh Johnson
Organization:
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 Josh Johnson. I live in Longview, Washington, and I work locally as an environmental engineer.

Longview is almost completely surrounded by dikes. They were built at great expense to our founding father. The levees and the drainage canal were the single greatest expense he had. More than capital improvements for the city, more than property acquisition.

I'm concerned that this beautiful city might host the largest fossil fuel export facility on the West Coast. How easy might it be to get funding to raise our levees if we are so complicit in the problem.

The climate you and I recognize today is gone. The impacts of the greenhouse effect added this year will begin to affect the climate for years to come, and it's irreversible and it's accelerating.

The world is transitioning deliberately and quickly away from fossil fuels. The question is, how fast can we do it? Whichever nation does it best first wins the jackpot as far as energy exports -- you know, green energy exports and technology and cost of goods, cost of services. America needs to be that country starting today. You have the power.

Submission Number: ***MBTL-SEPA-DEIS-0001399***

Received: 5/26/2016 7:45:32 PM
Commenter: Judy Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close â€" and move on to a permit decision. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold’s site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON’T have Millennium fully operational. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0001642***

Received: 5/31/2016 6:11:21 PM
Commenter: Kenneth Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I've been following this issue, and am glad to have the chance to weigh in. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0001063***

Received: 5/24/2016 6:48:11 PM
Commenter: Michael Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium's proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001332***

Received: 5/26/2016 7:04:44 PM
Commenter: Michael Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, so let's makes it happen. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Johnson, Nancy (0355)

Submission Number: ***MBTL-SEPA-DEIS-0000355***

Received: 5/12/2016 9:57:28 AM
Commenter: Nancy Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Due to the climate crisis, it is irresponsible for the United States to export coal. Coal needs to stay in the ground. Please reject this plan.

Submission Number: ***MBTL-SEPA-DEIS-0002566***

Received: 6/12/2016 11:23:50 PM
Commenter: Owen Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I believe coal is a very harmful substance when burned. I would appreciate if these gasses stay out of Longview, preventing thousands of new lung problems, and will create further problems to the earths environment

Submission Number: ***MBTL-SEPA-DEIS-0002567***

Received: 6/12/2016 11:33:41 PM
Commenter: Owen Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
NO COAL TERMINAL

Submission Number: ***TRANS-LV-Q3-00026***

Received: 5/24/2016 12:00:00 AM
Commenter: Owen Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Owen Johnson. This terminal will bring Longview jobs, but how many jobs? A hundred and twenty-six, 110 of which are already taken. And what will this bring to future generations of children??

Submission Number: ***MBTL-SEPA-DEIS-0001278***

Received: 5/26/2016 6:35:42 PM
Commenter: Peggy Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0002790***

Received: 6/13/2016 2:24:01 PM
Commenter: Richard Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003018***

Received: 6/13/2016 4:38:56 PM
Commenter: Richard Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003313***

Received: 6/13/2016 8:24:00 PM
Commenter: Rob Johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001296***

Received: 5/26/2016 6:48:11 PM
Commenter: Ronald Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002563***

Received: 6/12/2016 11:17:01 PM
Commenter: Rosie johnson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I'am 10 years old and i want clean air and clean water i want my grand children and my children to have a safe and clean environment I SAY NO TO THE COAL Terminal

Submission Number: ***MBTL-SEPA-DEIS-0002898***

Received: 6/13/2016 3:03:23 PM
Commenter: Skip Johnson
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000992***

Received: 5/24/2016 5:54:10 PM
Commenter: Terrell Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Cowlitz County is fraught with uncertainty. Millennium's proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves. I also helps preserve our standard of living in Wyoming so we can enjoy good health and happiness here.

Submission Number: ***MBTL-SEPA-DEIS-0001253***

Received: 5/26/2016 6:20:52 PM
Commenter: Trevor Johnson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***TRANS-LV-Q1-00070***

Received: 5/24/2016 12:00:00 AM
Commenter: Brian Johnston
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm Brian Johnson, a lifelong Oregonian other than when I was a veteran. I'm a husband, father, college grad with two business degrees, financial accounting and business admin. For several years now, I've taken a stand for a just transition away from fossil fuels. I helped stop Amber Energy and other's proposals in Oregon. So it surprises me when I see our neighbors in the north facing similar struggles since Washington State's impact scoping, I'm told at least, are much more encompassing than Oregon. As I researched the recent trends, that's when I saw how desperate the coal tycoons are to profit as much as possible no matter who gets hurt along the way. So, for example, while facing bankruptcies, the companies Arch Coal, Peabody, and Alpha Energy shredded some 17,000 miners and retirees from its health care and retirement benefits. These were promises that, you know, were made. I mean, in some cases, obviously, they weren't received yet, but they were expected. People forewent time off from work. You know, I read where one guy worked for 27 years as a miner and several times the miners forewent changing their vacation time where the company would direct them when they could take leave and they only got two weeks. So they never really knew when their vacation would be, and they just took that so that they could have the other benefits, you know, when they got sick, have insurance and stuff, and then their retirement. I also found that Arch Coal is also trying to dump 415 million out of 485 million dollars that was set aside for cleanup costs onto taxpayers as part of their provisions, and then they turn right around and claim millions more in bonuses for their top managers, CEOs, and stuff. Peabody filed bankruptcy twice just in the last two years. Amber Energy and almost 50 other coal companies also filed. The main cause for this is global market declines and demand for coal, and also these companies are continuing to act in that kind of financial environment, to act with impunity to buy more. Lots of countries, including China, have announced within this time period plant phase outs. In China's case, they're phasing out by 2020 and joining many others, including the U.S., to signal an end to coal exports. This huge site could support much larger operations, and these operations could provide many more long-term jobs. With this in mind, I would recommend a full cleanup of the highly toxic area, and this would hopefully help attract better offers while Cowlitz County and Longview explore their options acceptable to more of their residents. As I met with residents of the Kelso and Longview area, to discuss our issues with this proposal, I met several that suffer from COPD and/or black lung disease as well as others with friends or family members who died from these diseases, and many others like me that suffer from asthma. My kids also have suffered with asthma, and this was especially apparent to me when I visited the Highland neighborhood where some of the worst impacts of Millennium Bulk would be. Please say no.

Submission Number: ***TRANS-LV-Q1-00068***

Received: 5/24/2016 12:00:00 AM
Commenter: Claire Johnston
Organization:
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 Claire, C-L-A-I-R-E, Johnston, J-O-H-N-S-T-O-N, and I'm from Vancouver, Washington. I'm also an esthetician. I work out of my home and I have lived in the west more than half of my life, but I come from coal country, western Pennsylvania and West Virginia. Along with the problems that coal produces in general, it's also the production, the way the coal is mined which is very destructive to the environment. Growing up, we had a lot of what they called orange streams where the runoff from old, abandoned coal mines would come out and they effectively poisoned the streams. They went down to the Ohio River, and I also saw what happened, the devastation along the creeks, places like that. So, taking in the whole beyond our own region and looking at what is happening in the greater context that coal is bad for the environment, it's bad to transport, it's a known killer, among other things causing asthma. Having been from a place which was devastated by coal, I'm strongly, strongly against this terminal to be built to perpetuate just a few people's profit, the devastation of our region, and globally as well. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002869***

Received: 6/13/2016 2:54:55 PM
Commenter: Jonathan Johnston
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003087***

Received: 6/13/2016 5:22:40 PM
Commenter: Jonathan Johnston
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001073***

Received: 5/24/2016 6:55:22 PM
Commenter: Steve Johnston
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0003174***

Received: 6/13/2016 6:17:59 PM
Commenter: Vance Johnston
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP! Sincerely, Vance Johnston vance.johnston@centurylink.com 98433

Submission Number: ***MBTL-SEPA-DEIS-0002778***

Received: 6/13/2016 2:18:53 PM
Commenter: Ed Joiner
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. I am in full support for this project. As mentioned this would create a great number of jobs and help support not only the economy of Washington, but also other states that may be able to export their coal if they choose to. This would not only help the economy of Washington, but many railroad jobs throughout the northwest and to mining towns which are feeling the pinch. Another aspect that I would look at is the United States must take the lead on the clean energy issues. Right now China and other countries that are using a lower grade coal are hurting the environment more than any U.S. power plant. We need to take the lead in technology as well as offer a better grade coal which we do have. I would also like to stress the point that many have pointed their fingers at the coal industry as the culprits that have truly hurt our environment. Energy will always be in demand and we need the most efficient ways to produce it, which clean coal can do. But what about other polluting aspects as the airline industry, personal travel methods and others which we allow to get unchallenged, but can declare a "War on Coal"? I believe this is a good project for all. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003377***

Received: 6/13/2016 11:42:22 PM
Commenter: Mary Jokela
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

BNSF estimates up to 500 pounds of coal can be lost via dust from each rail car en route. 16-18 additional trains per day would significantly negatively impact human and animal health. Spokane and small community emergency responses would be impacted by additional trains re crossings and rail delays. The "no action" option is preferred on this proposed project.

PO Box 973
Deer Park, WA 99006
May 26, 2016

Millennium Bulk Terminals
c/o ICF International
710 Second Avenue, Suite 55
Seattle, WA 98104

Re: Millennium Bulk Terminals EIS - Longview (MBTL)

Ladies and Gentlemen:

Please include these comments in the record for the above-entitled proposal.

BNSF estimates up to 500 pounds of coal can be lost via dust from each rail car en route. Transporting coal to the proposed terminal, adding 16-18 additional trains per day to landscape and human lungs already besieged by coal dust, diesel fumes and particulates. Additional coal trains would also result in significant rail crossing delays and emergency response in Spokane and in smaller communities. And derailments and resultant weakened track structure are historically additional risks.

The Spokane and Columbia Rivers are subject to Powder River coal's negative impacts: 35% dirtier than diesel, 82% dirtier than natural gas. Further, coal's pollutants apparently detrimentally affect sensitive marine life in high-wind areas. And transport ships have the worst safety record of any commercial vessels.

The proposed terminals would also facilitate trading coal for pollution that includes invasive species from tanker ship ballast water. We would likely be repaid with mercury pollution, increased climate impacts and ocean acidification which jeopardizes the marine food web.

Further, this venture provides a convenient stepping stone for cooling thermal coal market issues, spinoff of the deeply troubled worst-performing companies that historically declare bankruptcy. Taxpayers are thereby left to bear the cost of collapsing related infrastructure.

DOE, charged with the fiduciary responsibility to support Washington's earth, air, water, plants, animals, energy, environmental health, land use, and transportation, has stated additional coal transport would cause "significant and unavoidable carbon emissions." We can put the Longview property to better, beneficial and reasonable mitigation and use.

Move energy policy forward for Washington and the planet, not backward to 19th century fuel. Select the no-action alternative.

Very truly yours,

Mary S. Jokela

Brian A. Jokela

Submission Number: ***MBTL-SEPA-DEIS-0001712***

Received: 5/31/2016 8:50:18 PM
Commenter: Alta Jones
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In my opinion, there is no upside to mining, moving, and burning coal anywhere in the world. My opinion is based on the following: a) mining coal incurs more deaths and long term health problems than any other energy method; b) transporting the coal through the pristine Pacific Northwest would incur some undefined level of environmental damage; c) crossing waits are not just a 10-20 minute extra wait per train, it must be multiplied BY THE NUMBER OF CROSSINGS. Sheesh, I'm a lousy mathematician and even I can read that between the the lines!; and d) just because the air pollution will kill off the countries it is shipped to first, it will eventually drift back over us. Approval of this idea is one that should be killed aborning. A few jobs are not compensation.

Submission Number: ***MBTL-SEPA-DEIS-0002022***

Received: 6/6/2016 3:05:49 PM
Commenter: Anthony Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0002070***

Received: 6/7/2016 4:32:40 PM
Commenter: Blake Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002127***

Received: 6/7/2016 5:20:03 PM
Commenter: Bruce Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. When the trains are loaded in Montana, Millennium puts a liquid cover, like a glue, on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! This port will provide good paying jobs in Cowlitz County. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0001191***

Received: 5/26/2016 12:33:06 AM
Commenter: Camille Jones
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Leave it the ground! We must begin to focus on renewables in the face of climate change. Please do not allow for the support or construction of more terminals. They are risky and dangerous for sea life, humans, and the future humans of our planet that are affected by climate change. Thank you for considering the real threats to well being that these terminals and continued support of coal an fossil fuels bring.

Submission Number: ***MBTL-SEPA-DEIS-0001700***

Received: 5/31/2016 7:02:58 PM
Commenter: David Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003834***

Received: 6/14/2016 1:20:33 AM
Commenter: David Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
Dave Jones:

Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve Running: Yes, I want to particularly point out what I see happening in the global coal markets and global carbon cycle science. That's the stage that I work in, global carbon cycles. We, probably a decade ago, first identified really clearly that the biggest single carbon emission by humanity is burning coal for electric power. It became clear to us right at that point that everything else we do in trying to reduce carbon emissions wasn't going to matter at all if we didn't, first and highest priority, quit burning coal for electric power.

That was over a decade ago. It didn't seem like we were making much progress until about the last year. I can finally say that we've had a pretty good year in global policies. Obviously we all know about the Paris Climate Agreement where every nation signed on to a commitment for driving down carbon emissions, and for most countries that first biggest carbon emission is burning coal for electric power.

What's more immediately relevant to us here is that China not only signed the Paris Agreement, but China actually does a 5-year strategic plan for the nation. What a concept to actually plan the future of your nation. We've got learn something here. In the last 5-year plan, China has publicly announced that they will quit importing coal. What we're clearly seeing is that in 2014 and 2015, China's coal imports went down by actual statistics, so they're making good on this strategic plan that they've announced.

They are starting to drive down their purchasing of imported coal. Of course, their 2 biggest sources are Australia and us. They have already announced that they have a strategic objective to quit buying coal. I can't imagine a worse time for America to be building more coal infrastructure when the biggest customer has already announced publicly that they're going to quit buying. This is really almost a no-brainer.

What I also see now in this last year is that the world financial community has really started to catch on that long-term fossil fuel investment, and particularly long-term coal infrastructure investment, is just plain a bad idea. It's a bad investment. You have very high probability of losing your investment with the trajectory of the global economy and energy. When the world bank and Goldman Sachs, I read almost every week another major financial institution announcing that they are getting out of coal investment ... What we see here is the local version of that same decision point.

You would think this ought to be an easy decision, that the last thing the Pacific Northwest would want to do is invest in long-term infrastructure for coal export when a major customer has already announced that they're going to be capping their imports. I think this is to me, at the global scale that I work at and study and follow, this really should be a pretty easy decision then. This is certainly not a terminal that we want locally, but that even makes any sense in terms of a larger financial picture. It just doesn't make sense one bit. I think that's what I want to leave with you on this topic. Thank you.

Paul Smith: I'm really happy to get a chance to comment on the health implications of the increasing coal shipments by rail for our communities and others. It's easy to make the case that negative health impacts with coal will occur because they've been occurring for the last several hundred years. There's no reason to think a little bit more is better.

I hope to stress the health threats local to Missoula and also stress that this new threat will be greatest on the vulnerable, including children, infants, the unborn, and the elderly. I also have a list of references that I always feel nervous talking and making statements without. If anybody wants the list of the references that at least give the health implications, please see me. Because I take care of children and infants with lung disease, obviously my main concern at the local level is the increase in air pollution from these diesel fumes, coal dust, and worsening climate change.

Data is substantial showing that coal trains do increase bloom concentrations. Diesel emissions are recognized as carcinogens, which was previously noted, and contain toxic substances such as polyaromatic hydrocarbons and particulate matter or PM. Coal dust also adds to air pollution in the form of particulate matter. Of the 6 criteria of air pollutants that the EPA is mandated to regulate, particulate matter is perhaps one of the easiest to track and to correlate with health effects.

It's generated a vast amount of medical literature. We know there is PM increase as public health worsens. We also know that when we lower particulate matter, population health improves. That's an important concept and lends significant credibility to particulate matter being culpable, and justifies action that lowers air pollution. Particulate matter leads to lung damage and diseases such as asthma and COPD. Children are at the highest risk because their lungs are developing and they have more life years of exposure.

This often worsens over decades from accumulating scar tissue along the airways by repeated injury. We have no cure for asthma. For today's living asthmatic children, they may end up being tomorrow's asthmatic cripples. In health, particulate matter also leads to diseases distant from the lungs such as heart disease, stroke, and cancer and even adverse effects on pregnancies and fetal tissue. Infants born to a mother exposed to high concentrations of particulate matter are born smaller, and with impaired lung function.

These more systemic effects outside of the lung happen in part because fine particulate matter can also cross pulmonary system directly into the circulation and they release whatever poisons they contain. Missoula already struggles with air quality in a large part because of our valley inversions that attract pollutants. Despite strong efforts to decrease particulate matter, we often, here in Missoula, are close to the prescribed threshold by the EPA for particulate matter.

There is no safe lower threshold. The more time one spends in high exposure of particulate matter, the greater the effects. Again, this is of special concern to children. Another health concern with coal dust is increased chance of train derailments. You might recall an article in the Missoulian last year quoting the Department of Transportation estimating that there would be over 10 derailments per year in the US of trains carrying nothing but ethanol and oil cargo alone. Missoula is a very populated area. It's time we realize that with only 2 hospitals in our town, we would struggle to handle the type of derailment disaster that hit Quebec killing 47 and devastating a small

town.

Then finally the effects of coal combustion on climate change are already significant here in Montana. As it was noted, we've already come through 2 of the warmest years on records and the warmest April on record. Our snow pack is already lower than normal this year and it's disappearing. Our farmers and ranchers are threatened. Increased forest fires and hot weather will again threaten our health and our children's health.

By way of closing, one of my favorite quotes when giving a talk like this is from CF Elliot in 1909. He was then secretary of Anaconda Copper Mining Company. He stated, "We have the perfect right to carry on a legitimate business and if incidentally we should pollute the atmosphere nobody has the right to complain until specific damage gives them a cause of action." This statement really describes the position that we're in as a company.

We can't stop a process legally until we can show harm. By then, the ground, the air, and the water are contaminated, and our children are sick and it's too late. So ask yourself when we're coming through these discussions what angles are we heading in? Is the public being shouldered with the responsibility to prove harm or is the impetus on the industry to prove there's no harm? Harm to health has already been shown. There is specific cause for us to halt more pollution.

John: Good evening. I'm John Woodland. I retired in January as the Superior, Montana Fire Chief. I'm speaking from my background in emergency services, I do speak for myself. Superior is one of the many small towns along the rail line that this project will negatively impact. Emergency services and access to many of my district's neighborhoods require crossing the tracks. That's true of many other towns along the rail line. This is what's hauling our water supply across the tracks.

I personally waited at a grate crossing for a train to pass while on an emergency service response. This proposal lacked the train traffic. It increased the likelihood emergency services will be negatively impacted in communities all along the tracks. The tracks in Mineral County in places are built right along steep mountainsides next to the Clark Fork of the Columbia River. Trains fall off these tracks sometimes into the river and not that infrequently.

In my 10 years as the fire chief there have been 2 trains in the river in Mineral County. One visible from my home, included empty oil cars, and the other dumped Boeing fuselages into the Albertan Gorge. More traffic means more wrecks. More traffic will also mean more pressure not to hold up the trains for maintenance work which means yet again more wrecks. For Montana, Eastern Washington and Idaho, it also means less access and higher prices to ship agricultural products. For emergency services, today the 800-pound gorilla in the room is climate change.

If you don't think that's emergency service issue just look at the newspaper for the last week, at the evacuation of between 80 and 90,000 people from Ft. McMurray in May in

Northern Alberta, months before there's supposed to be a fire season in that part of the country. This is the future for the entire inter-mountain west if we don't act decisively now with climate change. We cannot continue to invest in fossil fuel projects, such as Longview, and have any chance of limiting the worst impacts of climate change. I urge you to say to no to the Longview Coal Port and yes to acting decisively on climate change now before it's too late.

Michael: My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Carolyn: Hello, my name is Carolyn Walker. I used to be Carolyn Alderson. I lived along the Tongue River for 20 years of my life. I raised my 3 children there. There is an interesting story about a law and a regulation that actually stopped something. When I lived down there, the Northern Plains Resource Council, I was part of it, was just beginning. That's when you all heard of the Tongue River Railroad. The Tongue River Railroad was thought of and started because there was a mining plan for that area, right on the Tongue River. It was called the Montco Mine.

Well there's a nice picture of me shaking hands with President Carter in 1977 at the signing of the strip mining bill. In that bill there's a piece of the legislation that says, "There shall be no strip mining on Alluvial Valley Floors." The Montco Mine was right on the Tongue River. It caused some difficulty in the community. I just wanted you to know that there are ways to use legislation and rules to stop bad things from happening. My recommendation is that we recommend no action on the Longview Port.

Jim: My name is Jim Parker. I live in Missoula Montana. As a Montanan along the rail corridor between the Powder River Basin mines and the proposed terminal I oppose the Millennium Bulk Terminals because of the associated increase in coal train traffic through my community. The increased coal train traffic will bring with it increased air pollution and health risks from increased coal dust and diesel exhaust and increased noise pollution.

In addition, the increase in coal traffic through my community will reduce access across the tracks and cause traffic delays for citizens, commuters, for emergency response vehicles when there's a medical emergency or fire, or a need for police. The additional train traffic will also provide greater potential for vehicle collisions with trains and for pedestrian accidents.

As a Missoulian and Montanan, I'm asking that the EIS fully analyze and consider the impacts of this port and the increased coal train traffic would cause here in Missoula and across Montana especially as it relates to the above sited impacts. The proposed project’s impacts are real and significant to Montanans and are connected in cumulative

result of what happens if this project is approved.

The EIS prepared by the court in the Washington Department of Ecology in Cowlitz County must include all the connected and cumulative impacts in Montana that will result if the MBTL facilities are approved and constructed. These include the significant connected and cumulative impacts on the project all the way back through Montana to the Power River Basin Coal Mines in Montana and Wyoming.

The increased rail traffic in Montana must be addressed, analyzed, and its consequences fully considered in the EIS. More trains in Montana will mean an increase in the amount of airborne pollutants, from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease.

While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later. Even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS. The MBTL facility will directly lead to an increase in the burning of coal. The link between increased coal burning and associated public health problems cannot be ignored and should be included, analyzed, and the consequences fully considered in the EIS.

Finally, because the sole purpose of the MBTL facility is to facilitate the shipping of coal being transported from the PRB to its final destination in Asia, where it will be burned for energy, I also believe that the EIS must fully consider the long term and direct effects that this action will have on the global climate.

In conclusion, I strongly oppose the proposed Millennium Bulk Terminals Longview facility. The connected and cumulative impacts to Missoula, and all of Montana, from the proposed facility, are real and significant. The EIS prepared by the co-lead ggencies for this project must address, analyze, and consider all the connected and cumulative impacts this proposal will have on Montana. Please reject this proposal and take no action.

Thank you.

Harold: I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison”. We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate

change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Gary: I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one singal entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

George: Thank you, thank you all for being here. My name is George Price. I was asked to represent an organization I belong to named Indian People's Action. Indian People's Action asked me to be here as an environmental issues coordinator.

I would like to put our input collectively in here; just the fact the basis what coal is doing to our climate and the life on earth. I think that should be enough reason to keep it in the ground, not transport it anywhere. Anybody who's paying attention and looking at how fast this is escalating climate change to an unpredictable level at levels with all the other elements that are being released. Rising sea levels, you can go down the whole list if anybody's honest about that, you would say yes, let's stop all of this.

I'd also like to say let's look at the paradigm shift and deeply question a society that creates incentives for people to write environmental impact statements that are

intentionally lying to the people for profit, for money in a society that lives for money. I'm not going to go into my whole historian's diatribe there. I had often wondered what if the people who came from across the ocean, and likeminded people that welcomed innovation in Massachusetts had come to learn instead of to control. It's great. Can we start on the right foot now? I recommend the no action on behalf of Indian People's Action of Montana.

Dave: Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. that think generalist that those are for generalist. There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Dave Jones: Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of

the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve: Hi, my name is Steve Schwartz. I live here in Missoula. I'm a professor interior of the Department of Communication Studies at the University of Montana. I teach and do research in environmental communication. No matter what the coal industry says about the free market, their goal is to get government on their side to make the market work for them whether it's supporting carbon cash receipt frustration, whether it's blocking the clean power plan, or supporting coal export infrastructure like MBT as a goal. It's past time for us to use our voice to remind government agencies who's side they need to be on and who's interest they need to represent.

The connected and key note we've heard about tonight on public health and safety, on air, land, and water, on wildlife, and on climate change are common in house. They're shared by the residents of the Pacific Northwest, shared in common by the people who live in Washington and Idaho and here in Montana. We all deserve a voice in this decision. For that reason, I want to thank all the organizations that have made this opportunity possible for so many of us to express our voices. To protect the commentators in the Department of Ecology, to take no action, thank you.

Jim: My name is Jim Roach. I've been a Missoula resident for 45 years. I don't understand why it's draft Environmental Impact Statement doesn't address impacts for rail traffic in Montana. That seems sort of ridiculous. It seems like a rip off. On behalf of my family, and my friends, and a lot of people that I know are neighbors, I just want to say we don't want any more coal dust. We don't want any more diesel fumes. We don't want any more threat of derailment. We don't want traffic complications from increased rail traffic. We don't want the noise.

Most of all we don't want the climate impact. We don't want the endless smoky summers. We don't want the low stream flows and the sick fish. We don't want the reduced fishing opportunities. We don't want increased beetle kill. We don't want disappearing biodiversity. We don't want damage to agriculture. We don't want the drought. We don't want climate refugees. We don't want shut downs of skiing areas. We don't want this action, no action. Thank you.

Claudia: My name is Claudia Narcisco. I am speaking for myself today. When I was trying to find some things that I was going to speak about, I found an old letter that I had written in I guess November 2013. There goes my letter. I had it on my phone and mailed it to myself. Anyway, it was hard enough to read. I emphasized that connection actions between the mine and the port and Asia and the impacts on climate change and how it would cycle back to us.

I requested that they consider this. I cited a section of the National Environmental Policy

Act. I believe it was section F2 or 2F that specifically directed agencies to consider international ramifications of actions which is not something that we normally associate with, but it's just that it was our responsibility to do that. Obviously those things were not necessarily done, as far as I could tell, to this point.

I hope that's considered.

Submission Number: ***MBTL-SEPA-DEIS-0003125***

Received: 6/13/2016 5:50:31 PM
Commenter: Errol Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, errol w. jones errolw8@msn.com 97352

Submission Number: ***TRANS-PASCO-M2-00049***

Received: 6/2/2016 12:00:00 AM
Commenter: Helen Jones
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. I'm Helen Jones. I'm from Sandpoint and Moscow, a former University of Idaho natural resources PhD student, and a climate activist since 2010 representing over 3,000 comrades (inaudible) of a wild rising tide.

I'm here to ask you to choose the no-action alternative of the Draft Environmental Impact Statement for the Millennium Bulk Terminal, coal export terminal, and it's not to instead do a DEIS that considers all of the environmental social impacts of this proposed coal port on all of the U.S. citizens and environment along the rail line from the Powder River Basin coal mines to the proposed port in Longview.

And I'd also like to add that we and many other direct activists throughout the northwest promise escalated direct action against this terminal if it does go forward.

We'd like to point out some flaws in the Draft Environmental Impact Statement. According to Table 5.6 of the Draft EIS, the maximum annual average emissions of particulate matter from operations of the coal terminal from the total project area is 7.08 tons. That would be amazing if compared with actual emissions reports from an operating coal terminal.

A coal terminal in Australia has been in operation for almost 50 years and has been addressing their coal dust and pollutant emissions the entire time. They are cranking out 140,000 kilograms or 154 tons, way past the estimated amount of the Millennium Bulk Terminals, and they are both proposing or already putting out the same amount of tons of coal every year. So there's an underestimate of the amount of emissions from this project. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002210***

Received: 6/7/2016 7:23:06 PM
Commenter: Jesse Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0000654***

Received: 5/20/2016 8:45:38 PM
Commenter: Judy Jones
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

WE must find a way to export..... coal is still the cheapest , least expensive form of energy. I for one do not care about wind towers to give energy to other states, and we do not have the transmission lines, and with lines comes takings of private property rights for lines. which I will never support.

Submission Number: ***MBTL-SEPA-DEIS-0001454***

Received: 5/29/2016 5:22:44 PM
Commenter: Judy Jones
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
We Need to protect our coal industry. This is still the least expensive form of energy. I myself am in the industry of energy and do not like the out right attacks on our energy in America.

Submission Number: ***MBTL-SEPA-DEIS-0001179***

Received: 5/25/2016 7:37:51 PM
Commenter: K Jones
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Yes - to allow the export/sale of Wyoming's coal Energy is vital for the WY economy. This export plan will alleviate some of the trauma the war on coal has caused in our State. So many industries are affected: the mines, entire mining communities - utility companies that are facing layoffs, exploration disciplines, such as archaeology and geology who directly support the mining industry, etc. And, equally important are those who are now unemployed have all taken direct hits due to this 'war on coal'.

Submission Number: ***MBTL-SEPA-DEIS-0000301***

Received: 5/10/2016 7:27:17 PM
Commenter: Mary Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0001721***

Received: 6/1/2016 4:07:02 AM
Commenter: Nathaniel Jones
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
I have attached the June 18, 2013 Resolution M-1793 of the Olympia City Council titled, "Opposing the Construction of Coal Export Facilities in the Pacific Northwest". The Council Resolution was unanimously approved. The resolution concluded that "The City of Olympia opposes the establishment of coal export facilities in the Pacific Northwest and supports economic growth that is consistent with Washington State's commitment to fight the serious" The DEIS shows that exporting significant volumes of coal will influence coal consumption decisions, leading to estimates as high as 27 million tons/year of net additional emissions. [5.8-16] This is counter to the state’s 2020 emission reduction plan in RCW 70.135.020, to Governor Gregouire's Executive Order No.09-05, and to the City of Olympia's Resolution #M-1793. Please reject this project on the basis of climate impacts. Thank you, Nathaniel Jones Olympia Mayor Pro Tem

RESOLUTION NO. M-1793

OPPOSING THE CONSTRUTION OF COAL EXPORT FACILITIES IN THE PACIFIC NORTHWEST

WHEREAS, coal mining, processing, transport and combustion creates negative human and environmental health impacts; and

WHEREAS, mining and burning coal releases harmful greenhouse gases into the atmosphere, accelerating climate deterioration, and resulting in such impacts as reduced snowpack, ocean acidification, increased flooding, summer droughts, loss of habitat and increased forest fires; and

WHEREAS, Washington State has recognized the negative economic, public health, and environmental impacts of climate change on this state, see Chapter 80.80 RCW and Executive Order No. 0905; and

WHEREAS, Washington State and other states are taking steps toward reducing American dependence on coal-fired power, including the 2011 passage of the TransAlta Energy Transition Bill, making possible the retirement of the state's last coal-fired power plant by 2025; and

WHEREAS, The City of Olympia previously passed Resolution M-1550 supporting efforts to curb global warming, adopting greenhouse gas emission reduction goals for The City of Olympia, and outlining actions toward achieving those goals; and

WHEREAS, it is estimated that that a single new coal export terminal in Western Washington, such as the Gateway Pacific Terminal at Cherry Point, would have a build-out export volume of approximately 50 million tons of coal per year and could result in an increase in coal train traffic of at least 9 additional trains per day along regional rail corridors; and

WHEREAS, coal is commonly transported via open-top rail cars that allow the spread of coal dust and chunks of coal that impact air, soil and water quality; and

WHEREAS, it is expected that the coal destined for Gateway Pacific Terminal, will travel via uncovered rail cars through dozens of Washington communities, including land adjacent to the City of Olympia's main supply of drinking water, McAllister Springs and Wellfield; and

WHEREAS, Washington State has been a national leader in creating clean-energy jobs and promoting sustainable global economic development, while coal export continues to promote harmful and unsustainable energy development practices.

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE, that:

The City of Olympia opposes the establishment of coal export terminals in the Pacific Northwest and supports economic growth that is consistent with Washington State's commitment to fight the serious impacts of climate change, and;

The City of Olympia calls on the U.S. Army Corps of Engineers, the Washington State Department of Ecology, Whatcom County and other relevant regulatory bodies to fully and carefully assess, evaluate and disclose the impacts of the Gateway Pacific Terminal and similar proposed facilities.

APPROVED AND PASSED BY THE OLYMPIA CITY COUNCIL THIS 18th **day of** June, **2013.**

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

Submission Number: ***MBTL-SEPA-DEIS-0002689***

Received: 6/13/2016 1:07:28 PM
Commenter: Rachel Jones
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: ***MBTL-SEPA-DEIS-0001685***

Received: 5/31/2016 6:47:32 PM
Commenter: Sandra Jones
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0003211***

Received: 6/13/2016 6:34:51 PM
Commenter: Phillip Joost
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002956***

Received: 6/13/2016 3:31:28 PM
Commenter: Elaine Jordan
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001241***

Received: 5/26/2016 6:13:41 PM
Commenter: JEREMY JORDAN
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0000935***

Received: 5/24/2016 5:17:45 PM
Commenter: David Jorgensen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Thank you for reviewing my comments today.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☑ Human Health
- ☑ Rail Transportation
- ☐ Vessel Transportation
- ☑ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☑ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As a Spokane resident, I am especially concerned that the increased number of trains will block intersections of roads & interfere with emergency vehicles transporting patients or trying to reach fires or accident sites. The policy of priority for trains carrying coal or oil over those carrying agricultural products does not benefit eastern Washington farmers & ranchers.

I believe climate change is a real threat, & additional burning of coal makes it worse. Leave this coal in the ground &

(additional space is provided on the back)

(comment continued)

~~work~~ devote more energy to creating cleaner forms of energy. Please take no action to open the Millenium Bulk Terminal at Longview.

Julia Jose
2632 W Everett Ave.
Spokane, WA 99205

Submission Number: ***TRANS-LV-M2-00090***

Received: 5/24/2016 12:00:00 AM
Commenter: Josh
Organization:
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 Josh. I live in Vancouver, Washington and I'm here to try to get the no for this because I think this would cause a lot of pollution in the air and that would kill everybody's lungs and kill the trees, which make oxygen for us to breathe.

If there's no trees, then there's no animals. If we have no animals, then we have no food. And that's going to kind of stack up on everybody. And then also it doesn't just affect the area here. It goes everywhere since it's by air. So it will go to Vancouver, it will go to Oregon, it will go to California, it will go everywhere around the United States, and eventually all around the world and we will continue to have this coal problem.

Coal is coal. And we're going to run out of coal. It's not a long-lasting thing. We're eventually going to run out.

Thank you.

Submission Number: ***TRANS-LV-Q2-00022***

Received: 5/24/2016 12:00:00 AM
Commenter: Joshua
Organization:
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 Joshua. I live in Seattle. I'm from Michigan. And I'm basically here today because I disapprove of the idea of sustainable jobs from a nonrenewable resource as an oxymoron. You cannot create something sustainable and call it sustainable for anything longer than a generation, if it is not renewable. You have to have something coming in to create something new. Coal is going to be gone. It is not a renewable resource like the sun, or wind, or water, which we have tons of. We need to do what other parts of the country are doing and create sustainable jobs in the wind industry which is doing pretty well -- way better than coal right now. I'll end it there.

Submission Number: ***MBTL-SEPA-DEIS-0000603***

Received: 5/19/2016 6:56:14 PM
Commenter: Darryl Jozwik
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0002378***

Received: 6/9/2016 5:59:58 PM
Commenter: Darryl Jozwik
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0002934***

Received: 6/13/2016 3:19:48 PM
Commenter: Darryl Jozwik
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000587***

Received: 5/19/2016 6:31:56 PM
Commenter: William Jud
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

RECEIVED
MAY 27 2016

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

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- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

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- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Nick Griffin - 17

Hi! I volunteer at an alternative school here in Sandpoint. Wish I brought more forests home

Thanks,

Leata Judd

(additional space is provided on the back)

(comment continued)

Submission Number: ***MBTL-SEPA-DEIS-0001337***

Received: 5/26/2016 7:07:21 PM
Commenter: Erling Juel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts.

Submission Number: ***MBTL-SEPA-DEIS-0001575***

Received: 5/31/2016 5:20:33 PM
Commenter: John Julian
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thank you for reviewing my comments today.

Junnikkala, Angie (0227)

Submission Number: ***MBTL-SEPA-DEIS-0000227***

Received: 5/10/2016 5:10:57 PM
Commenter: Angie Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it's time to let it. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000837***

Received: 5/24/2016 12:29:16 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base. Sincerely, John Junnikkala jjunnik@yahoo.com 98626

Submission Number: ***MBTL-SEPA-DEIS-0000942***

Received: 5/24/2016 5:22:07 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001263***

Received: 5/26/2016 6:26:47 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0001624***

Received: 5/31/2016 5:59:49 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0001805***

Received: 6/2/2016 5:23:29 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. I’ll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0002003***

Received: 6/6/2016 2:51:23 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0002145***

Received: 6/7/2016 6:32:36 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0002319***

Received: 6/9/2016 5:15:29 PM
Commenter: John Junnikkala
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Justis, Daniel (2420)

Submission Number: ***MBTL-SEPA-DEIS-0002420***

Received: 6/9/2016 6:23:45 PM
Commenter: Daniel Justis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible

Sally Torteff, Director
S.W. Regional Office
Washington State Department of Ecology
300 Desmond Drive S.E.
Lacey, Washington 98503
sally.torteff@ecy.wa.gov

Elaine Placido, Director
Cowlitz County Building and Planning
207 4th Avenue North
Kelso, Washington 98626
PlacidoE@co.cowlitz.wa.us

June 12, 2016

RE: Comments on Millennium Bulk Terminals draft environmental impact statement

Dear Ms. Placido and Ms. Torteff:

I am submitting the following comments to the Washington Department of Ecology and Cowlitz County in response to the April 29, 2016, draft environmental impact statement (DEIS) on the application from Millennium Bulk Terminals – Longview, LLC (MBTL) to construct and operate a coal export terminal. Please ensure that my comments are entered into the public record.

The proposed rail transport of Powder River Basin (PRB) coal from and through Montana to the MBTL export terminal on the West Coast will have real and significant impacts to Montanans. these impacts are a connected and cumulative result of this project. The DEIS is overly vague and generic in addressing the impacts to Montana and Montanans that increased coal train traffic would have and cause. No specific information on Montana is included or information is inaccurate. For example, there are two rail routes through Montana currently handling coal train traffic, and the DEIS does not even acknowledge the northern route along Montana's "Hi Line."

The primary area where coal to be mined for the market for the proposed terminal is the PRB, where approximately 80% of coal produced is from a federal lease. Yet the MBTL DEIS does not acknowledge or consider the current programmatic EIS being prepared by the Department of the Interior to examine the federal coal leasing program. One of the significant issues being examined in that EIS is a review of the export of coal that is a product of federal coal leases. Outcomes of the PEIS may create significantly different alternative scenarios that would impact filling the export capacity at the proposed MBTL terminal.

Additionally, since 2012, the international coal export markets in Asia, especially China, have been in decline. Benchmark prices for thermal coal are the lowest they have been since 2007. At its peak in January 2011, the price was $141.94/ton; by December 2015, the price was

$43/ton. Prices are predicted to stay at or below $60/ton through 2021. This is below the profitability level that existing coal mines in the PRB have stated they need to participate in the export market (*e.g.*, in 2010/2011, both Peabody Energy and Arch Coal said they needed the price of coal to be in the $90/ton range to make it worthwhile to export coal, and, in 2014, Cloud Peak Energy said it needed the price of coal to be between $80 and $90/ton for it to export coal at a profit).

The global coal market is oversupplied. Even existing PRB exporters have ceased exports due to market conditions. Multiple Montana coal producers that were successfully exporting coal through British Columbia export terminals have renegotiated their contracts with those terminals in order to discontinue the practice. Cloud Peak Energy, a PRB coal producer, renegotiated its contract with Westshore Terminals in order to reduce their tonnage obligation to zero until 2019. Signal Peak Energy, which operates a longwall coal mine in the Bull Mountains north of Billings, Montana, recently did the same.

Many financial institutions and investment analysts are advising that the export market for U.S. coal is oversupplied, under severe stress, and likely to remain in this condition for the foreseeable future. Chinese coal imports drive the U.S. export market. The decline in the international market for coal affects PRB coal company plans for a vibrant export market to make up for the lack of a domestic market for coal. Consequently, there is little likelihood that a major, new, multi-million dollar coal export terminal would ever pay for itself, much less bring any sort of benefit to the people of Longview or Washington State, given the realities of today's – and tomorrow's – coal markets.

While the MBTL DEIS examines increased train traffic *in Washington*, those trains do not simply appear at the Washington state border; they come from somewhere. In fact, those trains originate at PRB coal mines in Wyoming and Montana and traverse Montana on their way to the proposed facility as well as on the way back to the PRB. The DEIS states that there will be 16 additional trains each day traveling the rails if MBTL is approved. There would be numerous impacts to Montanans and Montana communities from this increase in the number of trains – and those impacts are not just "inconveniences." There would be health, safety, quality of life, as well as actual financial costs to Montana citizens and communities as well as to our rural areas that would result from this increase in coal train traffic.

An increase in the number of trains would mean more frequent and longer traffic delays at rail crossings. An increase in the number of trains would also result in a greater potential for vehicle collisions with trains and for pedestrian accidents. An increase in the number of trains decreases access across the train tracks, which is especially problematic for emergency services such as fire trucks and ambulances.

Sixteen additional full-length coal trains in Montana means an increase in the amount of airborne pollutants (particulate matter) from diesel engines as well as from coal dust. Additionally, more trains would mean more vehicles idling at train crossings when trains are passing – adding their exhaust (containing particulate matter and other pollutants) into the air. Particulate matter is solid matter suspended in air. Particles 10 microns in diameter or smaller are directly linked to health concerns. Diesel fumes contain particles that are 2.5 microns in

diameter. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease. The air pollution associated with a dramatic increase of 16 additional coal trains per day through Montana communities and rural areas along the rail lines would have serious public health impacts for local residents, which should be included in the MBTL DEIS.

Trains are noisy; more trains means more noise. Medical literature links noise to significant human health issues including cardiovascular disease, hypertension, arrhythmia, stroke, and ischemic heart disease; sleep disturbance and resultant fatigue; an increased rate of accident and injuries; cognitive impairment in children; and exacerbation of mental health disorders such as depression, stress and anxiety, and psychosis. Not only does noise impact humans, but it would impact wildlife and livestock.

Increased coal train traffic from the PRB mines to the proposed MBTL would directly lead to increased financial costs to Montana communities and taxpayers. It is understood that if a rail company needs to upgrade its track or a bridge or a tunnel or a crossing in order to facilitate current or increased train traffic, they will do so and they will pay for it. However, if a city or county wants to have a particular crossing in their community upgraded to deal with local impacts and the rail company doesn't want to do this, under existing law the railroads do not have to respond to the local government concerns.

If the proposed MBTL coal export facility is approved, it would mean more coal strip mines and mining in the PRB with more impacts to the land, air, water, wildlife, and people in those areas. Coal strip mining industrializes ecologically important areas that are also home to vibrant and economically important agricultural communities. Strip mining completely destroys the land: topography is obliterated, vegetation is scraped away, aquifers and other water sources are destroyed, wildlife is significantly affected, ranching in the area is forever altered, and quiet areas become filled with noise.

Water is a precious resource in the semi-arid region of the PRB in Montana where coal is strip mined. Coal seams are filled with water and function as vital aquifers in this region. Coal strip mines sever and destroy these aquifers. Coal strip mines notoriously have large footprints beyond the actual area where coal is being blasted and dug out of the ground. Many miles of roads, rail lines, tipples and conveyor systems, utility lines, buildings, storage areas, fencing, and sewage disposal areas as well as noise, lights, and a myriad of traffic and machinery will be part of the landscape of a coal strip mine. All of this development has environmental consequences for the wildlife that inhabit the relatively quiet, rural, undeveloped area. Construction activity, mine operation, increased human presence, increased traffic, noise, disruption of water resources, fencing, and many other factors that a strip mine entails have negative impacts on a variety of species.

Coal strip mines have been operating in Montana for more than 40 years. But as of September 2015, of the 41,005 acres that have been disturbed by coal strip mining operations, only 20,290 acres have achieved Phase I reclamation and bond release, which means that a permittee has completed the backfilling, re-grading, topsoil replacement, re-contouring, and drainage control required for a bonded area. Of particular concern, during this time only 491 acres in all of Montana have achieved Phase IV bond release. This bond release verifies that all

surface coal mining and reclamation activities and all disturbed lands within any drainage basin have been reclaimed in accordance with Phase I, II, and III requirements (and includes successful restoration of the hydrologic balance that supports post-mining land use).

The financial backer of MBTL is Lighthouse Resources, which is wholly owned by Cayman Islands hedge fund RCF. Lighthouse also owns and operates the Decker coal mine in southeastern Montana. Of all of the major strip mines in Montana and Wyoming, the reclamation record at Decker is quite possibly the worst. Despite being in operation for more than 40 years, the Decker Mine has achieved exactly 0 acres of full reclamation out of 7,745 acres mined. This is according to data from the Office of Surface Mining Reclamation and Enforcement's surface mine reclamation tables for Evaluation Year 2015.

The sole purpose of the MBTL is to export coal. Coal is the world's most carbon-intensive fossil fuel. When coal is burned, carbon dioxide (CO_2) and other greenhouse gases (GHG) are released into the atmosphere (conversely, this CO_2 is trapped as carbon inside the coal in the ground and does not impact the earth's atmosphere). It is now well-established in the scientific community that the burning of coal and other fossil fuels is putting us on a dangerous path toward irreversible climate change.

Virtually every ecological community and natural system in Montana, and, indeed, the world, is already being impacted by global climate change. These impacts will continue to become more and more severe unless the use of coal is dramatically curtailed and all nations make a concerted effort to develop other forms of energy. Wherever the PRB coal that is transported to the MBTL coal export facility is burned, the GHG emissions will eventually impact Montanans.

The Washington State Department of Ecology and Cowlitz County must fully consider the consequences of all the connected and cumulative impacts that would result to Montana and Montanans if a permit is granted for the proposed MBTL coal export terminal. Until that happens, this DEIS is deficient and inadequate.

Ultimately, I strongly urge the Washington State Department of Ecology and Cowlitz County to choose the no-action alternative. This proposed project is not worthy of the permits it seeks. Please do not approve the proposed Millennium Bulk Terminals – Longview project.

Thank you for your consideration of my comments.

Sincerely,

Beth Kaeding
Bozeman, Montana 59715

Kaieh, Ed (3599)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [X] Noise
- [X] Air Quality
- [X] Human Health
- [X] Rail Transportation
- [X] Vessel Transportation
- [X] Vehicle Transportation
- [X] Coal Dust
- [X] Greenhouse Gas
- [X] Climate Change
- [X] Plants and Animals
- [X] Marine Species, Fish, or Fisheries
- [X] Wetlands or Streams
- [X] Water Quality
- [X] EIS Regulatory Process
- [X] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Power, wealth + knowledge can be good things, in my opinion, when when used for the common good. Capitalism also can be good when applied for the common good. Thankfully this type of application does happen. Again, in my opinion, coal extraction, transportation, and use does not serve the common good. As a person with asthma I need cleaner air not dirtier air. The poor who are impacted the most by coal burning need cleaner air. The common good needs/requires distributed & social justice.

(additional space is provided on the back)

(comment continued) There is enough wealth, knowledge and power to create a common good future for all creatures and the Earth.

over →

Kaieh, Ed (3599)

Do not site a coal export terminal on our (commons) Columbia River. Do apply all our combined power, wealth, and knowledge to develop an alternative energy economy and world.

Do stop fouling our common nest. Do choose a sustainable energy transition strategy GPS!

Do choose life healing for our planet, ourselves, and all living beings.

I am so grateful for this democratic process and our orientation to listen and dialogue about the wisest path to follow.

Ed Kaiel
ekaiel@pcc.edu

Submission Number: ***MBTL-SEPA-DEIS-0002164***

Received: 6/7/2016 6:49:04 PM
Commenter: Kalama
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***MBTL-SEPA-DEIS-0000977***

Received: 5/24/2016 5:44:58 PM
Commenter: Gary Kalbfleisch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Kamber, Scott (3056)

Submission Number: ***MBTL-SEPA-DEIS-0003056***

Received: 6/13/2016 5:09:20 PM
Commenter: Scott Kamber
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, Scott kamber Skamber@wyoming.com 82072

Submission Number: ***MBTL-SEPA-DEIS-0000689***

Received: 5/23/2016 12:35:07 PM
Commenter: Lyle Kanekeberg
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project, without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0002327***

Received: 6/9/2016 5:21:30 PM
Commenter: Thomas Karasek
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to reach out on this important issue. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it’s time to let it. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application. Careful monitoring and abrupt shut down for violations should be part of the approval.

Submission Number: ***MBTL-SEPA-DEIS-0000737***

Received: 5/23/2016 1:44:52 PM
Commenter: Ann Karr
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please, please to not give approval to this horrible project. My family and everyone I know is against this massive coal project!

Submission Number: ***TRANS-LV-Q2-00027***

Received: 5/24/2016 12:00:00 AM
Commenter: Bill Kasch
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Bill Kasch, 2619 Nichols, Longview, Washington -- born in Longview. My comments are I am so sad -- disappointed, but sad that we are resorting to this quick fix, is what it is. Because we're -- our leaders, city council, the economic development council, they're so lazy to go and get another type of job. I mean, and then we got coal. This is -- when the world is going against it. Over 100 nations signed against coal at the United Nations because the world climate is changing. Here we are going the other direction because we're too lazy to get other positions. The front acreage along the waterfront, deep water port and we're giving it up for 120, 130 jobs is insane. And the question is how many jobs are we driving out? Away. How many businesses, tourists are going to say, I'm not going to that coal town? Longview was -- R.A. Long built this town, and it became one of America's ten prettiest towns. Did you know that? We were rated that. And now we're just giving it away to coal, turning this into a dirty coal town because we're so lazy. I think that's -- you know, you've got other people to speak, but I feel that our -- all these people on this list, many of them are Longview, you know, people are backstabbing R.A. Long in the history that built this town. This is a beautiful town. We have a lot of history, and we're throwing it all away. And the thing is, it will affect -- this coal is affecting -- will affect the world. It's not Longview -- not only Longview, but Japan and the people of India. There's people dying all the time from the heat. There's so much heat now because of the rising of the temperature. This is the highest the world's ever seen last month. It's getting hotter. How can people not care? That's all I can say. How can we not care? Coal was stopped up at Ferndale, stopped in Tacoma, stopped in other areas where it's been. Portland, Vancouver. Longview? Why are we -- everyone else stopped it. They know what they're doing except for us because we are stupid. I don't know what the word is, but, anyway, I think it is we're just -- a quick fix is what this is. And we're lazy to fix it. People don't realize how many trains are going by at night when everybody is trying to sleep. The quality of life in this town will be changed. I'm going to be gone, but as soon as this thing gets started -- it will take a couple of years to get it passed and then get started. By a couple years -- it might run a couple of years, but coal is going to be stopped in the world after the temperature gets so high. We're looking at -- we are looking at preservation of the earth, of people -- of man. God said that we are to protect the earth. In the Bible it says to protect the earth. We're not protecting it. We're going against God. And I'm not a real religious guy, but I believe in that kind of stuff. The City of Longview has one of the highest rates of asthma and other, you know, health problems. Our hospital down here has a special group of people, doctors, that work towards that stuff. We already have such high rates of problems and now we're going to add more. It's -- please, the powers at be will be the ones that make the decisions. Please don't allow this to take place to our children. And these workers, I feel sorry for them. They're being used. They will be here for a while -- the workers will be here and then in two years they're finished. They're gone someplace else. But very few of them are from Longview. And no matter where they're from, they take their paychecks with them. And after they get their paychecks, they spend it wherever they come from. They're not going to spend it here. We're not going to benefit from all that stuff.

Submission Number: ***MBTL-SEPA-DEIS-0000309***

Received: 5/10/2016 8:02:02 PM
Commenter: DAVID KASTELINE
Organization:
State: Michigan

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

THE DAYS OF COAL NEED TO SOON BE OVER IF WE ARE TOO WEATHER THE SEVERE CHANGES HAPPENING RIGHT NOW TO OUR COUNTRY AND OUR PLANET !!! ARE THE RICH PEOPLE GOING TO CONTINUE OUR MARCH TO DEATH OR HELP US CLEAN UP THE THOUSANDS OF TOXIC WASTE SITES THEY HAVE CREATED JUST DOING BUSINESS AS USUAL ??? LET US LIVE IN THE SUN, NOT DIE IN A POLLUTED WORLD !!!

Submission Number: ***MBTL-SEPA-DEIS-0002995***

Received: 6/13/2016 4:25:54 PM
Commenter: Alisa Katz
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001993***

Received: 6/6/2016 2:44:05 PM
Commenter: Chris Kaufmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0001994***

Received: 6/6/2016 2:44:53 PM
Commenter: Tasha Kaufmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many let's makes it happen. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0001597***

Received: 5/31/2016 5:34:28 PM
Commenter: Karen Kautzman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State’s role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0003319***

Received: 6/13/2016 8:31:17 PM
Commenter: Cesia Kearns
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The MBT project is a bad deal for Washington and communities from every step of the life cycle of coal. From the mines, along the rail lines, to the terminals, and when the coal is burned in communities at its destination, the health, safety, environmental, and climate consequences are far too great. Investing in coal will only hold Washington back, harming existing industries, and presenting a false choice around jobs versus clean air, water, and a higher quality of life. For those of us who live on the other side of the Columbia River but frequent the river, this is not just a Washington issue. The DEIS cannot ignore the regional implications of this project. The DEIS predicts over 11 additional rail-related accidents every year statewide, and an additional accident every year in Longview. The situation is even more grave when looked at in terms of cumulative risk including other proposed projects—the DEIS predicts 19 coal train accidents per year. Who will bear the consequences of this increased risk? After recently having an oil train derail and catch fire in Mosier, Oregon, this is yet another example how they can and do happen. The cumulative impacts of existing and new proposed coal and oil trains through our region must be taken into account. The disproportionate impacts of pollution from the mining, transport, and burning of coal should be taken more deeply into account than the DEIS outlines. 44 million tons of coal a year, this project would be one of the biggest greenhouse gas emitters in the state of Washington. Approving this project would be contrary to clean energy and fossil fuel transition policies recently passed in Washington. Moreover, there are a number of flaws and invalid assumptions in the GHG market analysis that result in significant understatement of the GHG impacts, which are likely much higher than disclosed in the DEIS. The people of Washington, Oregon, Idaho, and Montana deserve better than a project with risky financial prospects proposed by a company that lies, and that would bring substantial health, environmental, safety, climate, and economic harm. The DEIS should take all of this into account, but it is clear that this project should not be permitted. Thank you.

Keatley, John (3480)

RECEIVED
JUN 10 2016

To: Millennium Bulk Terminals EIS, c/o ICF International

710 Second Avenue, Suite 550

Seattle, WA 98104

The following comments are offered to Cowlitz County and Washington State Department of Ecology as co-lead agencies for the permitting of the proposed Millennium Bulk Terminals at west Longview in Cowlitz County.

First this is a private entity seeking permits for positive economic activity that is needed from a supply demand perspective and much needed in Cowlitz County.

Secondly, after having reviewed summaries of the draft E.I.S. relative to coal dust/air quality/greenhouse gas emissions and noise impacts; there are impacts, however, mitigation and potential mitigation measures are identified to substantially reduce the negative impacts.

Specifically, I favor granting a path forward with reasonable permits for the following reasons:

1. Cowlitz County needs these jobs from both the construction and operating functions.
2. The County needs investments in capital assets for taxing districts' revenue.
3. The improvements in dock, road and rail transportation will aid in other business and employment endeavors both in the vicinity of the improvements and quite likely lead to further improvements beyond (further west) both public and private.

4. To the perspective of waiting for some other future proposed investment that is different or perceived to be "better"; there is not a shortage of industrial land in our county for the foreseeable future.
5. Finally, this export activity will result in positive balance of trade.

Private business needs the opportunity to succeed and there are many public and citizen attributes that accrue and will diversify our employment and tax base.

Please approve the applications without undue delay.

Sincerely,

J. E. Keatley JUNE 10, 2016

John E. Keatley

5849 West Side Hwy.

Castle Rock, WA 98611

Cc: Cowlitz County Commissioners

Submission Number: ***MBTL-SEPA-DEIS-0002866***

Received: 6/13/2016 2:54:37 PM
Commenter: Roy Keck
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Department of Ecology
Millennium Bulk Terminals
Draft Environmental Impact Statement
Public Hearing
May 24, 2016

George Keefe
georgewanc@gmail.com

Every step of the coal-fired process is dangerous to human health, from mining and processing to transporting to burning and waste. Those most impacted by these dangerous, toxic processes are the most vulnerable: the poor, the elderly, and especially children. Mercury from coal plants causes neurological damage in babies and children. Already, large deposits of mercury from coal-fired power plants in Asia have been found in the nearby Cascades. Coal burning is linked to the leading causes of death in the United States: heart disease, cancer, stroke, and chronic respiratory diseases.

Coal companies want people to believe that we must choose between jobs and a clean environment. Coal produces fewer jobs than any other export. Coal exports will destroy far more jobs than they will create. Already there are more than twice as many jobs in wind and solar power industries than there are in the entire coal industry.

Faith communities have led the successful fight against new coal-fired power plants and played a central role in the agreement to close, in 2020 and 2025, two coal-fired generating units in Centralia, Washington. Building coal export terminals would take us backward. We can invest in the future through conservation and clean and renewable sources of energy. God's creation and our children's future must be protected.

Submission Number: ***MBTL-SEPA-DEIS-0001953***

Received: 6/6/2016 2:05:21 PM
Commenter: Brent keeler
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close â€" and move on to a permit decision. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***TRANS-LV-Q1-00030***

Received: 5/24/2016 12:00:00 AM
Commenter: Cambria Keely
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. My name is Cambria Keely. I'm 14 years old. I've lived in Kalama for my entire life and I hope to inherit my family's property someday with as little change as possible. We've all heard the term clean coal. Even President Obama has used this term. Coal cannot be clean in any sense of the word. Coal is mined, transported, and burned. At each step releasing dangerous toxins and greenhouse gases into our atmosphere, soil, and waters. Clearly coal, just as anything, would let off carbon dioxide as it burns but certainly more than any other flammable material because coal is mainly composed of carbon itself. The DEIS shows that exporting significant volumes of coal will lead to 27 million tons per year of net additional emissions. That's equivalent to over seven now coal-fired power plants. It would increase the State's existing total GHG emissions by around 30 percent. This is totally unacceptable. Burning coal emits toxic gases and chemicals. We have no choice in that matter, but what we do have a choice in is whether we distribute it so they can burn it. If you don't allow this coal terminal to be built, we are one step closer to a safer planet. After all, you can't work if you're sick. I beg of you, please take the no-action alternative not only for our health and wellbeing but also for that of generations to come. Thank you.

Submission Number: ***TRANS-LV-Q1-00022***

Received: 5/24/2016 12:00:00 AM
Commenter: Mark Keely
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello, my name is Mark Keely, K-E-E-L-Y. I'm a 20-year Kalama, Cowlitz County resident. The DEIS states, quote, coal dust and other forms of particulate matter do not remain in the air indefinitely. Eventually these particles settle out of the air and deposit onto the ground. Coal dust may be deposited directly onto the rail ballast along the railway or the rail right-of-way or adjacent areas. Where the coal dust lands, the distance from and the direction from the rail right-of-way, depends on the particle size, wind speed, and other meteorological conditions. Human exposure to the deposited coal dust can occur by humans ingesting the soil, sediment, surface water, ground water, or agricultural products such as fish or other animals that have ingested the soil or the water tainted by the coal dust deposit, end quote. The health risks associated with coal are very high. Coal is a very dirty fossil fuel. Coal contains mercury, arsenic, and lead. Coal dust is associated with chronic bronchitis, emphysema, pulmonary fibrosis, asthma, and COPD. Asthma rates in Washington State are among the highest in the nation. Cowlitz County is already ranked the second highest in the state. Those of us who have it don't want it and certainly don't want anyone else to have it. Coal pollutants affect all major body organ systems and contribute to four of the leading causes of mortality in the U.S. which are heart disease, cancer, stroke, and chronic lower respiratory disease. There is just way too much health risk associated with coal. Common sense says to leave coal in the ground. I urge you to take the no-action alternative. Thank you.

Submission Number: ***TRANS-LV-Q1-00029***

Received: 5/24/2016 12:00:00 AM
Commenter: Sally Keely
Organization:
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 Sally Keely. I'm a 0039 resident of Kalama for 20 years and own multiple properties in Cowlitz County. I chose Kalama as my home and the town to raise my family because of its proximity to the Columbia River and access to clean recreational areas. We regularly walk in Marine Park just south of the Port of Kalama to renew ourselves and the fresh air. The train tracks run parallel to Marine Park right along the walking path past the children's playground and ball fields. This terminal would increase coal traffic by at least 76 mile-long trains per day on Washington rail lines. BNSF has documented that large volumes of coal dust and large chunks of coal are lost from open railcars. They admit topping agents are known to be ineffective over long distances. As a mathematician, I have reviewed the coal deposition modeling formula given in the DEIS. In my professional opinion, the impact of coal dust from trains is being severely underestimated and mostly dismissed. The studies used to develop the formula do not adequately assess effect of Northwest weather, winds in the Gorge, train speed, level of vibration that breaks coal down into smaller matter. Each involves inadequate estimates and fuzzy math. Rudimentary calculus shows the suggestion to simply pile the coal in a bread loaf shape doesn't cut it. There simply is no safe level of particulate matter when it comes to children breathing in toxic coal dust and known carcinogens. Coal is dirty. As an energy source, coal is a huge step backwards. We can do better. As a Salish Nation member recently said to me, Our duty is not to take but take care of. We all have a responsibility to our community, our country, our Earth to take care of the air and waters for our children and grandchildren leaving them in at least as clean and abundant as we inherited them. I urge you to take the no-action alternative. Keep coal in the ground. Thank you.

Keeser, Mark (0926)

Submission Number: ***MBTL-SEPA-DEIS-0000926***

Received: 5/24/2016 5:13:42 PM
Commenter: Mark Keeser
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0000072***

Received: 5/4/2016 3:47:54 PM
Commenter: Teri Keippela
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
No to increasing global warming by coal.

Submission Number: ***MBTL-SEPA-DEIS-0001481***

Received: 5/31/2016 11:55:30 AM
Commenter: Mark Kelch
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Do not build this bulk terminal Coal is dead. Spend the effort switching to renewables.

Submission Number: ***MBTL-SEPA-DEIS-0000585***

Received: 5/19/2016 6:29:21 PM
Commenter: patrick kelley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0000845***

Received: 5/24/2016 12:43:05 PM
Commenter: Casey Kellog
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Thank you for the opportunity to reach out on this important issue. When and how did coal dust become toxic

Submission Number: ***MBTL-SEPA-DEIS-0000261***

Received: 5/10/2016 6:18:15 PM
Commenter: Greg Kelly
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0001105***

Received: 5/24/2016 7:24:59 PM
Commenter: Renee Kelly-Smith
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0002965***

Received: 6/13/2016 3:35:16 PM
Commenter: Brad Kemp
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. This terminal should never have been delayed this long. Thank You!

Submission Number: ***MBTL-SEPA-DEIS-0002404***

Received: 6/9/2016 6:14:08 PM
Commenter: Rick Kendall
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0002654***

Received: 6/13/2016 12:20:58 PM
Commenter: Robert Keney
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002266***

Received: 6/9/2016 12:22:01 PM
Commenter: Bob Kenison
Organization: T K Industries, Inc.
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The use of coal is essential to our society. And, with today's technology, environmental control is rendered completely effective. Wyoming's coal is the cleanest coal in the world. Powerplant and other users of our coal, with adequate effluent controls, does not damage our environment.

Submission Number: ***MBTL-SEPA-DEIS-0002012***

Received: 6/6/2016 2:58:23 PM
Commenter: Ryan Kennedy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0003285***

Received: 6/13/2016 7:50:54 PM
Commenter: Brady Kenworthy
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001012***

Received: 5/24/2016 6:05:15 PM
Commenter: James Kenyon
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). I appreciate you considering this feedback.

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JUN 08 2016

Millennium Bulk Terminals EIS, c/o ICF International
710 Second Avenue, Suite 550
Seattle, Wa. 98104

My name is Robert A. Kenyon
I belong to two Labor Unions, 35 ½ years with USWA and 8 years with the Boilermakers Labor Union. Now it would be nice to have more good paying jobs, however, I'm against selling our coal reserves to other countries, especially China. China has huge coal reserves. If they are so concerned about burning cleaner coal and polluting the environment, then they should put scrubber systems in at their coal fired power plants. I'm against polluting our own environment. Plus the current trade agreements need to be changed to support the people and the environment, and not multinational corporations that support slave labor, child labor, prison labor forced labor and the pillaging of the world. As far as oil trains going through our state I'm totally against that too. The resent oil train accident on the Columbia River should say enough.

THANK YOU SINCERELY

Robert A Kenyon

Submission Number: ***MBTL-SEPA-DEIS-0002537***

Received: 6/11/2016 9:59:19 PM
Commenter: David Kershner
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Co-Lead Agencies, The Draft Environmental Impact Statement (EIS) for the Millennium Bulk Terminals-Longview evaluates a project that would clearly have significant environmental impacts and would almost certainly violate treaty-guaranteed fishing rights of tribal members. I live approximately 15 miles from Cherry Point, the site of a proposed coal terminal that would export up to 48 million tons per year. The Corps of Engineers concluded last month that the proposed project would interfere with the rights of Lummi tribal members to fish in their traditional grounds, denying a federal permit for the project. The Millennium Bulk Terminals DEIS does not adequately assess the impact of the project on tribal fisheries and treaty rights. The DEIS also contains flawed methodology with respect to Greenhouse Gas Emissions. The emissions analysis assumes that coal exports from the project will increase U.S. coal consumption, driving up prices and reducing demand. However, economists have noted that increasing coal exports will likely result in expanded production, not reduced consumption. Furthermore, approving this project would be inconsistent with Washington State's recently passed clean energy and fossil fuel transition policies. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001440***

Received: 5/28/2016 5:23:36 PM
Commenter: John Kersting
Organization: JustUs Productions
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text

As a Parent, 10-year Special Education Teacher, 35-year Environmental Journalist on Toxins, Community Leader as President of The Olympia Eagles a 550 person 100-year-old Fraternal organization devoted to People Helping People and community networker with almost a dozen groups and hundreds of individuals in my community of Olympia Washington: I appreciate your efforts to address the increasing risks of Coal use and transportation, but we must go further to ensure our communities and world health is protected. Having been a life long diver and specialist in environmental issues, I must report I see firsthand the air, waters and land worldwide are still dying a slow death. The rationalizations by government and industry on continuing to mine, use and transport coal are economic and evolutionary suicide! It is insulting to hear the coal and oil industries tell us the lack of complaints and science proving the vast amounts of coal dust do not harm us or the environment. As a journalist and Special Education teacher, I am well aware of a strong body of evidence that harm comes from the number and quantities involved in exposure to pollutants and that our bodies especially of children have alarming levels of toxins. The EPA itself has formally identified 63 “proven and potential” damage cases where coal ash poison has contaminated drinking water, wet- lands, creeks, or rivers. In addition, two nonprofit organizations, Earthjustice and the Environmental Integrity Project, using monitoring data and other information in the files of state agencies, have documented an additional 70 cases shown to have caused contamination. This brings the total number of damage cases to almost 140, with more still to be investigated. In 38 of these cases, toxics are known to have migrated beyond the property belonging to the utility company and into a nearby community. 6 Many communities throughout America are forced to accept the risks and damage that coal, oil and their waste materials present. Many are ignorant of the dangers and environmental damage through media manipulation. In 2016 many of us are completely fed up with the bullying of oil, gas and coal companies, passive government agencies and corrupt officials whose loyalty lies not with the citizens, but corporations. It is long past time to clearly protect our own and future generations health. I have been watching heartbroken as a slow train wreck continues in our environment, land air and water, where the use of fossil fuels has overwhelmed the incredible animal, plant, fragile environment and native peoples interests with flat out greed. The Exxon Valdez cleanup is incomplete, funds locked in lawsuits and all efforts have been inadequate and ineffective. The Deepwater Horizon has devastated that area and will for decades. The oil train fires and spills are legion and an unacceptable risk to the incredible wealth of the Pacific Northwest’s treasured fisheries, landforms and water. Our government and corporations are a failure in showing responsibility with much more damage, oil spills and garbage strewn across many fragile landscapes. The coal industry needs to be held to the same economic impact and environmental standards as other major industries while our country transitions to a clean energy economy. These standards are essential to protect our communities and reduce the climate-disrupting pollution that threatens our public health, wildlife, and the natural resources upon which we all depend. My relatives mostly live in Hegwisch, a suburb of Chicago where huge amounts of tar sand coke ash residues are being piled on the Calumet River where our family has spent decades restoring health and access to wildlife and open us areas only to see the Koch Brothers and other energy interests annihilate that area's environment anew. The wastes will need to go somewhere and it is wrong to mine and dispose of it in all circumstances. The no action alternative is the only one.

Kersting, John (1440)

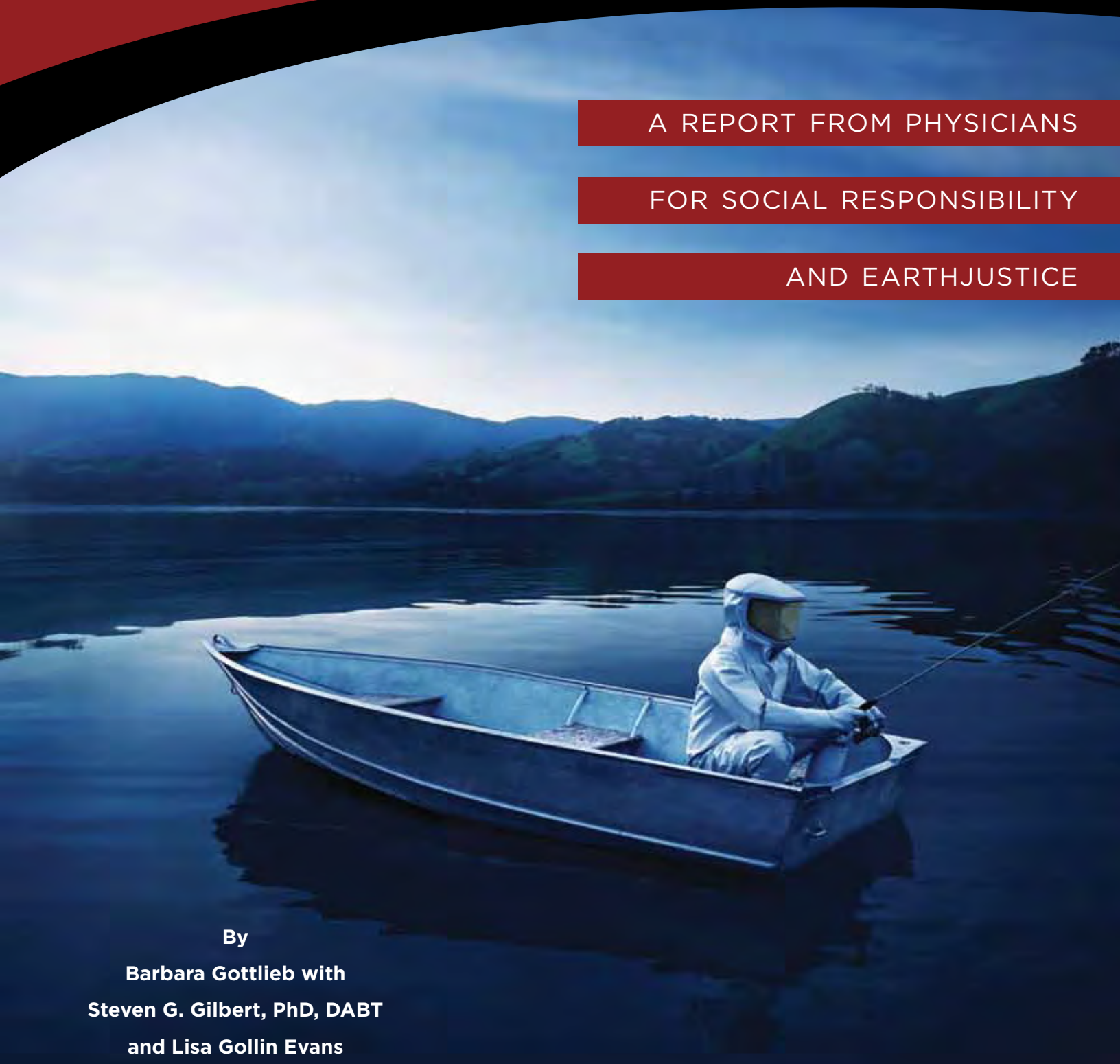
Coal Ash

The toxic threat to our health and environment

A REPORT FROM PHYSICIANS

FOR SOCIAL RESPONSIBILITY

AND EARTHJUSTICE



By

Barbara Gottlieb with

Steven G. Gilbert, PhD, DABT

and Lisa Gollin Evans

Coal Ash

The toxic threat to our health and environment

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ABOUT EARTHJUSTICE

Earthjustice is a non-profit public interest law firm dedicated to protecting the magnificent places, natural resources, and wildlife of this earth, and to defending the right of all people to a healthy environment. We bring about far-reaching change by enforcing and strengthening environmental laws on behalf of hundreds of organizations, coalitions and communities. We've provided legal representation at no cost to more than 700 clients. For more information, visit www.earthjustice.org.

ABOUT PHYSICIANS FOR SOCIAL RESPONSIBILITY

PSR has a long and respected history of physician-led activism to protect the public's health. Founded in 1961 by physicians concerned about the impact of nuclear proliferation, PSR shared the 1985 Nobel Peace Prize with International Physicians for the Prevention of Nuclear War for building public pressure to end the nuclear arms race. Today, PSR's members, staff, and state and local chapters form a nationwide network of key contacts and trained medical spokespeople who can effectively target threats to global survival. Since 1991, when PSR formally expanded its work by creating its environment and health program, PSR has addressed the issues of global warming and the toxic degradation of our environment. PSR presses for policies to curb global warming, ensure clean air, generate a sustainable energy future, prevent human exposures to toxic substances, and minimize toxic pollution of air, food, and drinking water.

SEPTEMBER 2010

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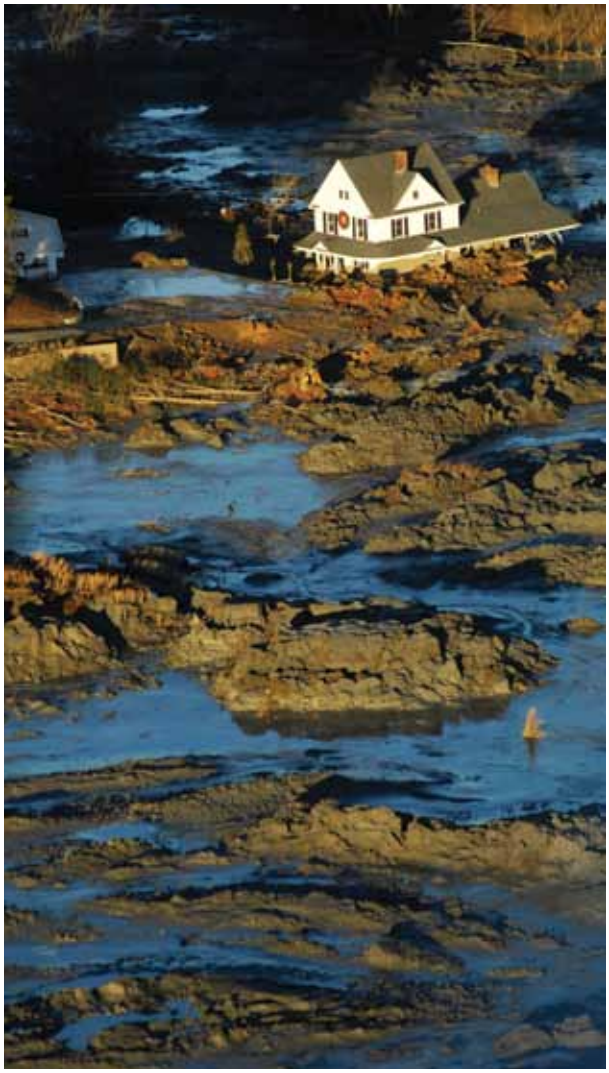
Executive Summary

Coal ash, one of the dirtiest secrets in American energy production, burst into the U.S. consciousness three days before Christmas, 2008 when an earthen wall holding back a huge coal ash disposal pond failed at the coal-fired power plant in Kingston, Tennessee. The 40-acre pond spilled more than 1 billion gallons of coal ash slurry into the adjacent river valley, covering some 300 acres with thick, toxic sludge, destroying three homes, damaging many others and contaminating the Emory and Clinch Rivers.[1]

When the U.S. Environmental Protection Agency tested water samples after the spill, they found toxic heavy metals including arsenic, which they measured at 149 times the allowable standard for drinking water.[2] Water samples also contained elevated levels of other toxic metals: lead, thallium, barium, cadmium, chromium, mercury, and nickel.

Despite that catastrophic spill in Tennessee, the full dimensions of the health threats from coal ash are just beginning to register with the American public. Coal ash is the waste product left over after coal is combusted, or burned. Many people are still not aware of how toxic coal ash is, much less how much coal ash is generated each year and how grossly mismanaged its disposal is:

- While the toxic contents of coal ash may vary depending on where the coal is mined, coal ash commonly contains some of the world's



Appalachian Voices

Two dozen homes were destroyed or damaged by the 2008 coal ash spill in Kingston, Tennessee.

Kersting, John (1440)

deadliest toxic metals: arsenic, lead, mercury, cadmium, chromium and selenium.[3]

- These and other toxicants in coal ash can cause cancer and neurological damage in humans. They can also harm and kill wildlife, especially fish and other water-dwelling species.

- Coal ash is the second-largest industrial waste stream in the U.S., after mining wastes.[4]

- Coal ash is disposed in approximately 2,000 dump sites across the nation: at least 629 wet ash ponds [5] and 311 dry landfills at power stations, at least 100 offsite dry landfills,[6] and 750 inactive dumps,[7] and hundreds of abandoned and active mines (as fill).[8]

- Coal ash dumps likely exist in every state in the U.S. due to the widespread use of coal to generate electricity in the nation's 495 coal-fired power plants and hundreds of industrial boilers.[9,10]

After the Tennessee spill, public attention focused at first on the possibility of more sudden catastrophes. But the most common threat that coal ash poses to public health comes from a less dramatic scenario: the slow leakage of toxic pollution from disposal sites such as ponds and landfills.

Toxic pollution, some of it cancer-causing, can and does escape from some of those sites, according to the EPA.[11] This occurs in a variety of ways, most frequently when coal ash comes into contact with water, allowing toxics to "leach" or dissolve out of the ash and percolate through water. Coal ash toxics have leached from disposal sites in well over 100 communities, carrying toxic substances into above-ground and underground waterways including streams, rivers, aquifers, and drinking water wells, forcing some families to find new drinking water supplies. Several coal ash-contaminated sites are federal Superfund sites, including one entire community that has been designated a Superfund toxic site due to the contamination of its water supply by coal ash.[12]

Large quantities of coal ash are "recycled," presenting another potential route of exposure to coal ash toxics. Some states allow coal ash to be used as structural fill, agricultural soil additive, top layer on unpaved roads, fill for abandoned mines, spread on snowy roads, and even as cinders on school running tracks. These uses may expose coal ash to water, increasing the risk of leaching. Coal ash is also dangerous if inhaled, so some of these forms of recycling may endanger human health from airborne particles, even where no water is involved.



The EPA has documented that coal ash contains toxic materials, and that these toxicants can and do escape from disposal sites. It has confirmed and measured toxic leaching into water supplies. And it has identified specific sites at which humans have been exposed to coal ash toxics, whether from drinking contaminated water, eating

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contaminated fish, or breathing "fugitive dust."[13] Yet as of late 2010, **no federal standards exist to regulate how coal ash is disposed or where and how it can be recycled.** Instead, a patchwork of insufficient state regulations allows widely disparate uses of and disposal methods for coal ash. This report examines the risks to public health that result from that inadequate regulation and highlights the damage that has occurred in the absence of strong, federally enforceable safeguards. The report concludes with recommendations for effective policy reforms that could significantly protect human health.

Given the high toxicity of coal ash's constituents, the growing number of proven and potential damage cases, and the prospect of more damage cases emerging as toxicants reach peak concentration in the coming years, the magnitude of coal ash as a threat to human health is likely only beginning to emerge.

WHAT IS COAL ASH AND HOW TOXIC IS IT?

Coal ash has different physical and chemical properties depending on the geochemical properties of the coal being used and how that coal is burned.

- "Fly ash" consists of the fine powdery particles of minerals, plus a small amount of carbon, that are carried up the smokestack by the exhaust gases.
- "Bottom ash" is a coarser material that falls to the bottom of the furnace.
- "Boiler slag" is created from the molten bottom ash that, when cooled in contact with water in wet-bottom boilers, forms pellets of a hard, glassy material.
- Flue gas desulfurization (FGD) waste is the by-product of air pollution control systems used to reduce the sulfur dioxide emissions from coal-fired power plants. "Scrubbers" spray lime or limestone slurry into the flue gas, where it reacts with the sulfur to form calcium sulfite that is processed to make FGD or synthetic gypsum.
- Fluidized bed combustion (FBC) wastes are generated by a specialized combustion technology in which a heated bed of sand-like material is suspended (fluidized) in a rising jet of air. FBC waste may include fly ash and bottom ash and tends to be more alkaline because of the limestone used in the process.

The EPA has found that living next to a coal ash disposal site can increase your risk of cancer or other diseases, especially if you live near an unlined wet ash pond that contains coal ash comingled with other coal wastes and you get your drinking water from a well. According to the EPA's peer-reviewed "Human and Ecological Risk Assessment for Coal Combustion Wastes," people in those circumstances have as much as a 1 in 50 chance of getting cancer from drinking water contaminated by arsenic, one of the most common and dangerous pollutants in coal ash.[14] This risk is 2,000 times greater than the EPA's goal for reducing cancer risk to 1 in 100,000. That same risk assessment says that living near ash ponds increases the risk of health problems from exposure to toxic metals like cadmium, lead, and other pollutants.

Typically, coal ash contains arsenic, lead, mercury, cadmium, chromium and selenium, as well as aluminum, antimony, barium, beryllium, boron, chlorine, cobalt, manganese, molybdenum, nickel, thallium, vanadium, and zinc.[15] All can be toxic.[16] Especially where there is prolonged exposure, these toxic metals can cause several types of cancer, heart damage, lung disease, respiratory distress, kidney disease, reproductive problems, gastrointestinal illness, birth defects, impaired bone growth in children, nervous system impacts, cognitive deficits, developmental delays and behavioral problems. **In short, coal ash toxics have the potential to injure all of the major organ systems, damage physical health and development, and even contribute to mortality.**

Adding to the toxicity of coal ash is that some power plants mix coal with other fuels and wastes, such as used tires and even hazardous wastes. In addition, when coal ash is disposed with coal refuse, a highly acidic waste, the resulting mixture is

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significantly more toxic and prone to release metals into the environment.[17] Utilities that manage coal ash in ponds often mix coal refuse with coal ash, a practice that greatly increases the cancer risk to nearby residents who get their water from drinking wells.[18]

Not only is coal ash toxic, it is likely to grow increasingly dangerous. Air pollution control technologies—scrubbers, selective catalytic reduction, and activated carbon injection technologies to capture mercury and other hazardous air pollutants —capture an increasing proportion of the coal pollutants that would otherwise go up the smokestacks. When those pollutants are captured, they are shifted from the air to the coal ash.[19] Mercury and other pollutants that previously contributed to air pollution are now becoming solid wastes—and when they leach into water, their toxicity is carried into the water. The EPA speaks of "ensuring that emissions being controlled in the flue gas at power plants are not later being released to other environmental media."[20] Unfortunately, that's exactly what is happening: **One toxic environmental problem is being traded for another.**

1. *Health Impacts of Coal Toxicants*

Coal ash contains a range of toxic constituents that are known to leach, leak, or spill out of coal ash disposal sites and adversely affect human and environmental health. We summarize here the effects on the human body that can be caused by exposure to nine of the most common toxic contaminants in coal ash.[21]

ARSENIC

Arsenic is an ancient and well-known poison and a dangerous environmental contaminant. In recent years it has been widely used as a wood preservative in treated lumber to construct decks, playground equipment, fences, utility poles and piers. Because of its excessive toxicity, arsenic has now been banned in wood for most residential settings, including decks and play sets. Arsenic is present in coal ash and has been shown in numerous cases to leach from ash and contaminate drinking water.

Arsenic produces a variety of adverse health effects. Ingesting very high levels can result in death. Chronic exposure to arsenic in drinking water can cause several types of cancer, including skin cancer, bladder cancer, lung cancer and kidney cancer. Recent studies have linked arsenic ingestion to cardiovascular disease and diabetes mellitus.[22] Exposure to lower levels can cause nausea and vomiting, decreased production of red and white blood cells, and cardiovascular effects including abnormal heart rhythm, damage to blood vessels, and damage to the peripheral nervous system. According to the Agency for Toxic Substances and Disease Registry (ATSDR), there is some evidence that in childhood, long-term exposure to arsenic may result in lower IQ scores and exposure to arsenic in the womb and early childhood may increase mortality in young adults.[23] Many of arsenic's effects are dose- and time-dependent. Repeated low levels of exposure over an extended period of time can produce effects similar to a one-time high level of exposure.

Contaminated drinking water is a primary route of arsenic exposure. Scientific studies have shown that exposure to arsenic in drinking water results in an elevated risk of urinary tract cancers (cancer of the bladder, kidney, ureters, etc.). Both the level of exposure and the duration of exposure are significant factors, according to a 2010 article in the journal of the American Association for Cancer Research. Reporting on a study in Taiwan of residents whose well water was contaminated with naturally occurring arsenic, the article found a "significant" trend of increased cases of urinary tract cancer as exposure levels increased.[24]

The duration of exposure was also significant, especially at high levels of exposure. Those who had been drinking arsenic-contaminated well water since birth — that is, those with the longest-term exposure — exhibited a four- to five-fold increased risk of urinary cancers. The study also found that exposure from birth may increase urinary cancer risk much later in life. This find-

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ing of a long latency period (the time that elapses from exposure until the time of illness) suggests that people whose drinking water is contaminated by arsenic from coal ash should be monitored long-term for urinary tract cancer, even if they stop drinking the contaminated water.[25]

In addition to drinking water, arsenic can enter the body via other pathways. Inhaling sawdust from construction with arsenic-treated lumber can greatly increase the danger of lung cancer, as it can be absorbed through the lungs. Inhaling arsenic from coal ash fugitive dust can likewise pose a danger to human health. Arsenic can also be absorbed through the skin, which is why its use in decks and play equipment was outlawed. Children who play near spilled coal ash or where there is fugitive dust may be at risk of arsenic exposure.

Because arsenic occurs naturally as an element distributed widely in the earth's crust, we are exposed to constant low levels of arsenic from air and water. Normally, air contains a background concentration of less than 0.1 micrograms per cubic meter, and drinking water less than 5 micrograms per liter, but water levels can be significantly higher, as can exposure from other sources. **Thus, health concerns involving arsenic exposure from coal ash must take into account the cumulative effect of acute exposure from ash combined with background exposure and exposure from other sources.**

BORON

Boron occurs in nature as an essential plant nutrient. It is used in a variety of products and processes ranging from detergents and cleaning products to the production of glass, fiberglass and ceramics. Breathing moderate levels of airborne boron causes non-persistent irritation of the nose, throat, and eyes. Airborne exposure most commonly occurs in the workplace, for example, where borates are mined or processed. However, ingestion (eating or drinking) of large amounts of boron can result in damage to the testes, intestines, liver, kidney, and brain. Exposure to large amounts of boron over short periods of time can eventually lead to death. Children living near waste sites containing boron and boron compounds are likely to be exposed to higher-than-normal levels through inhaling boron-containing dust, touching soil, and swallowing contaminated soil.

Boron is an essential micronutrient for plants, where it plays a role in cell division, metabolism, and membrane structure. However, while it is needed as a nutrient, there is a small range between deficiency and excess uptake or toxicity. Dangerous levels of boron may occur in soils that have been contaminated by pollutant sources such as coal ash from coal-fired power plants.[26]

CADMIUM

Cadmium is a metal widely used in manufacturing. Dietary exposure to cadmium is possible from shellfish and plants grown on cadmium-contaminated soils. Fortunately, oral ingestion of cadmium results in low levels of absorption. The lungs, however, readily absorb cadmium, so inhalation exposure results in much higher levels of absorption. This makes cadmium a potential hazard from coal ash dust, which may be released into the environment when dry coal ash is stored, loaded, transported, or kept in uncovered landfills. Chronic exposure can result in kidney disease and obstructive lung diseases such as emphysema. Cadmium may also be related to increased blood pressure (hypertension) and is a possible lung carcinogen. Cadmium affects calcium metabolism and can result in bone mineral loss and associated bone pain, osteoporosis and bone fractures.

CHROMIUM

While chromium (III) is an essential nutrient in the body, the other common form of chromium, chromium (VI), is highly toxic and is frequently found in coal ash. When ingested via contaminated water, chromium (VI) can cause stomach and small intestine ulcers. Frequent ingestion can cause anemia and stomach cancer. Contact with the skin by some compounds of chromium (VI) can result in skin ulcers. When inhaled in large

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amounts, chromium (VI) can cause lung cancer, breathing problems such as asthma and wheezing, and nose ulcers.

LEAD

Lead is a very potent neurotoxicant that is highly damaging to the nervous system. Its dangers have been acknowledged, if not fully understood, for thousands of years. Health effects associated with exposure to lead include, but are not limited to, neurotoxicity, developmental delays, hypertension, impaired hearing acuity, impaired hemoglobin synthesis, and male reproductive impairment.[27] Importantly, many of lead's health effects may occur without overt signs of toxicity. Scientists have long recognized that children are particularly sensitive, with high levels of lead resulting in swelling of the brain, kidney disease, effects on hemoglobin and possible death. Adverse effects in children can also occur well before the usual term of chronic exposure can take place. Children under 6 years old have a high risk of exposure because of their more frequent hand-to-mouth behavior. It is now well accepted that there is no safe level of lead exposure, particularly for children.[28] Harmful levels of lead exposure can result from drinking water contaminated by coal ash and from exposure to coal ash contaminated soils.

MERCURY

Another well-known neurotoxicant, mercury has the dangerous capacity to bioaccumulate, or build up in animal tissue. When mercury leaches from coal ash into the soil or water, it is converted by bacteria into methylmercury, an organic form that can be absorbed by small organisms and the larger organisms that eat them. As it moves up the food chain, the concentration of methylmercury increases. When it has accumulated to high concentrations in fish, this becomes a major pathway for human exposure.

Mercury is particulary toxic to the developing nervous system. Exposure during gestation, infancy, or childhood can cause developmental delays and abnormalities, reduced IQ and mental retardation, and behavioral problems. State agencies regularly issue fish consumption advisories to caution women of child-bearing age and children against eating mercury-contaminated fish. The FDA has set a limit for safe consumption of 1 part per million of methylmercury in fish.[29]

MOLYBDENUM

Molybdenum is a metal with an extremely high melting point that is often used to strengthen steel. It is found in the human body in small quantities, and some foods naturally contain molybdenum such as liver, eggs, and some grains.

As a contaminant, molybdenum exposure is of concern from inhalation of dust or ingestion. This may occur from exposure to dust on food or on the hands, or if molybdenum in the air is inhaled and then coughed up and swallowed. Exposure can occur in mining, and the Occupational Safety and Health Administration has set an occupational exposure maximum permissible limit at 5 mg per cubic meter of air in an 8-hour day. Chronic exposure to molybdenum can result in excess fatigue, headaches and joint pains.

Some molybdenum compounds have been shown to be toxic to rats. Although human toxicity data are unavailable, animal studies have shown that chronic ingestion of more than 10 mg/day of molybdenum can cause diarrhea, slowed growth, low birth weight and infertility, and can affect the lungs, kidneys, and liver.

THALLIUM

Thallium, a metal found in trace amounts in the earth's crust, enters the environment primarily from coal-burning and smelting. Once in the environment, it is highly persistent and enters the food chain by being absorbed by plants and building up in fish and shellfish. Eating food contaminated with thallium may be a major source of exposure for most people; however, the ATSDR lists "[l]iving near hazardous waste sites containing thallium" as a path to exposure; in fact, it is the

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only path which the ATSDR notes "may result in higher than normal exposures."[30] Other paths include touching thallium, breathing in low levels of thallium in air and ingesting low levels in water, or, for children, eating soil contaminated with thallium.

Exposure to high levels of thallium can result in harmful health effects. Workers who inhale thallium over several years report nervous system effects such as numbness of fingers and toes. Ingesting large amounts of thallium over a short time has been shown to lead to vomiting, diarrhea, and temporary hair loss, along with adverse effects on the nervous system, lungs, heart, liver, and kidneys. Ingesting thallium can even lead to death. It is not known what the effects are of ingesting low levels of thallium over a long time. Studies in rats have shown adverse developmental effects from exposure to high levels of thallium, and some adverse effects on the reproductive system after ingesting thallium for several weeks. It is not known if breathing or ingesting thallium affects human reproduction.[31]

SELENIUM

Selenium is a common element, an essential nutrient, and readily available in a variety of foods including shrimp, fish, meat, dairy products, and grains. It is readily absorbed by the intestine and is widely distributed throughout the tissues of the body, with the highest levels in the liver and kidney. While selenium is used by the body in a variety of cellular functions, too much can be harmful, as can too little. The recommended daily intake is 55 to 70 micrograms. Excess selenium intake can occur in both animals and humans living in areas with elevated selenium in the soil. Most grasses and grains do not accumulate selenium, but when an animal consumes plants that do accumulate selenium (some up to 10,000 mg/kg), they can develop a condition called the "blind staggers." Symptoms include depressed appetite, impaired vision, and staggering in circles. High exposures can ultimately lead to paralysis and death. Humans are susceptible to similar effects as well as additional neurological impacts.

Selenium exposure also affects fish, which absorb the metal through their gills or by eating contaminated food sources such as worms. Extremely high levels of selenium have been found to accumulate in fish and amphibians living in coal ash-contaminated waters and wetlands, if they survive exposure to the toxin. As confirmed by laboratory studies, selenium accumulation can cause developmental abnormalities in fish and amphibians and has led to the death of entire local fish populations. Selenium is bioaccumulative, meaning it is passed up the food chain in increasing concentrations, and excessive amounts have been found in water snakes, small mammals, birds and humans.

■ ■ ■

Concern also exists about the risks to health from coal ash toxicants in combination. While the properties of coal ash toxicants are understood as they function individually, little is known about what happens when these toxic substances are mixed—as routinely happens in coal ash. **Concurrent exposure to multiple contaminants may intensify existing effects of individual contaminants, or may give rise to interactions and synergies that create new effects.** For example, aluminum, manganese and lead all have adverse effects on the central nervous system; barium, cadmium and mercury all have adverse effects on the kidney. Where several coal ash contaminants share a common mechanism of toxicity or affect the same body organ or system, exposure to several contaminants concurrently produces a greater chance of increased risk to health.[32] Yet the EPA has not taken into account in its risk assessments the possibility of synergistic interactions, despite the common occurrence of multiple contaminants in combination in coal ash.[33] Figure 1 summarizes the effects of some of the most harmful coal ash contaminants on the body.

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Figure 1. Health Impacts of Coal Toxicants

Mercury*

Mercury poses particular risk to children, infants and fetuses. Impacts include nervous system damage and developmental defects like reduced IQ and mental retardation.

Lead*

Exposure to lead can result in brain swelling, kidney disease, cardiovascular problems, nervous system damage, and even death. It is accepted that there is no safe level of lead exposure, particularly for children.

Chromium

Ingestion of chromium can cause stomach and intestinal ulcers, anemia, and stomach cancer. Frequent inhalation can cause asthma, wheezing, and lung cancer.

Arsenic*

Ingestion of arsenic can lead to nervous system damage, cardiovascular issues, and urinary tract cancers. Inhalation and absorption through the skin can result in lung cancer and skin cancer, respectively.

Selenium

Selenium is used in many bodily functions, but deficiencies or excesses can be bad for one's health. Excess intake of selenium can result in a host of neurological effects, including impaired vision and paralysis, and even death.

Boron

Inhalation of boron can lead over the short-term to eye, nose, and throat irritation. Ingestion of large amounts, however, can result in damage to the testes, intestines, liver, kidneys, and brain, and eventually lead to death.

Other Toxicants

Antimony
Eye, skin irritation
Stomach pain, ulcers
Lung disease

Cadmium
Emphysema
Kidney disease
Hypertension
Lung cancer

Molybdenum
In animals:
Slowed growth
Low birth weight
Infertility

Thallium
Nervous system damage
Lung, heart, liver, kidney problems

*Children are particularly at risk



2. *From Containment to Contamination: The Risk of Exposure*

COAL ASH DISPOSAL: HOW, WHERE, AND HOW SAFE?

Utility companies have three basic options for disposing of their ash. If the ash is dry, it can be disposed in landfills. According to the EPA, an estimated 36 percent of the coal combustion waste generated by utilities in 2007 was disposed of in dry landfills, frequently on-site at the power plant where the coal was burned. Coal ash may also be mixed with water and stored in so-called "ponds"—some more than 1,000 acres—and some constructed only with earthen walls. These wet disposal areas are called "surface impoundments" and in 2007 accounted for 21 percent of coal ash disposal.[34] The remaining 43 percent of coal ash was reused in a variety of industrial and other applications, discussed at the end of this section.

The EPA has found that two factors dramatically increase the risk that coal ash disposal units pose, both to human health and to ecosystems: (1) the use of wet surface impoundments rather than dry landfills, and (2) the absence of composite liners to prevent leaking and leaching. Surface impoundments (wet ash ponds) consistently pose higher risks than do landfills.[35] Some surface impoundments are little more than pits in the earth, totally lacking protective liners, with native soils as the bottom and sides. These unlined wet disposal areas constitute a disproportionate number of the "damage cases" where coal ash toxics are documented to have escaped from disposal facilities and damaged human health or the community.[36] (See section 3 for details.) Ponds lined with clay are also subject to leaching dangerous amounts of toxics to underlying groundwater. The greatest level of protection is afforded by composite liners, constructed from various layers including human-made materials, such as a plastic membrane like high-density polyethylene, placed over clay or geosynthetic clay. However, these liners have a finite lifespan, so truly permanent safe storage of coal ash toxicants will require ongoing diligence well into the future.

Despite the obvious danger to human health associated with coal ash disposal, **it is hard to determine precisely how many coal ash disposal areas there are in the U.S.** In 2009, the EPA requested information from electric utilities operating wet ash ponds. The EPA received information on 629 coal ash ponds in 33 states.[37] Because this count included groups of ponds at some sites, the number of power plants with ash ponds was 228. The EPA's 2010 Regulatory Impact Analysis estimated that the number of active landfills was more than the 311 known dumps utilized at power plants. An estimated 149 power plants utilize an unspecified number of landfills located outside the plants' boundaries, adding to the total number of landfills.[38] Although the number of states and sites is hard to specify with precision, there appears to be disposal of coal ash in at least 46 states.[39]

Susceptible populations

With coal ash disposal sites located in most of the 50 states, the threat to public health affects many

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communities. However, that threat is not shared equally. Many coal ash disposal sites are located in rural areas, where land availability and lower land prices make it cheap to purchase the multi-acre sites necessary for ash ponds and landfills—and where the power plants that generate the ash are also frequently located. In fact, the majority of coal ash disposal sites are on the power plant site, thus avoiding costly transportation of the ash, but concentrating the pollution. Low-income communities live near a disproportionate share of coal ash disposal facilities.[40]

Children are another susceptible population. This is due in part to their size: any exposure they suffer is more significant for their small bodies than it would be for an adult. In addition, children's organ systems, particularly the nervous system, are still undergoing development and are thus more susceptible to the effects of toxics exposure. This is particularly the case during gestation (*in utero*) and infancy, and it remains true throughout childhood. Children also breathe more rapidly than adults and their lungs are proportionately larger, thus increasing their susceptibility to airborne toxics. Finally, young children are prone to hand-to-mouth behaviors that expose them to higher levels of ambient contaminants, such as the "fugitive dust" that can blow off of exposed coal ash.

HOW MUCH COAL ASH IS THERE?

Coal ash constitutes one of the largest waste streams in the United States. The American Coal Ash Association, an industry group, estimates that coal combustion generated approximately 131 million tons of coal ash in 2007.[41] The Environmental Protection Agency, noting that this figure excludes smaller coal-fired power plants (those generating between 1 and 100 megawatts per year), has suggested that a more accurate figure is 140 million tons of coal waste annually.[42] The EPA estimates that the storage capacity for all existing coal ash ponds and landfills is approximately 864,000 acre feet. This is enough coal ash to flow continuously over Niagara Falls for four days straight. Coal ash is the second largest industrial waste stream in the United States, second only to mine wastes.



Enough coal ash is stored in waste ponds and landfills to flow over Niagara Falls for four consecutive days.

PATHWAYS TO EXPOSURE

The toxic contaminants in coal ash follow various routes, or pathways, to make their way into what we eat, drink or breathe. Some escape from coal ash by leaching or dissolving into water, subsequently contaminating underground aquifers (groundwater) or surface waters like rivers and streams. Some are consumed when people eat fish that have been contaminated by coal ash-exposed water or sediments. Coal ash toxicants also travel through the air as fine particles or dust or over the ground and other surfaces, due to erosion, runoff, or settling dust.

The surface water path

Coal ash contamination of surface waters such as streams, rivers, ponds, lakes, and wetlands poses a serious threat to the life forms that live in and eat from those waters. The most dramatic acts of contamination occur when impoundment retaining walls give way, spilling enormous quantities of coal ash slurry directly into surface waters. The rupture of the retaining dam at the Kingston, Tennessee, coal ash waste pond spilled more than 1 billion gallons of coal ash slurry into the Emory River. Although it is the best known example of a coal ash pond failure, it is not the only case. For example, a rupture occurred in August 2005 when

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a dam failed at the Martin's Creek Power Plant in eastern Pennsylvania, allowing more than 100 million gallons of coal ash-contaminated water to flow into the Delaware River. Arsenic levels in the river jumped to levels that exceeded water quality standards, and a public water supply was temporarily closed downstream. The response action cost $37 million.[43]

Some coal ash impoundments are rated for the degree of danger they pose to the communities and environments downstream. According to the EPA rating system, a "high" hazard rating indicates that a dam failure is likely to cause loss of human life. A "significant" hazard rating means that failure of the impoundment would cause significant economic loss, environmental damage, or damage to infrastructure. In 2009, the EPA found that of the 629 ash ponds it identified, only 431 were rated. Of those, 50—more than one in ten—had a "high" hazard rating and 71 had a "significant" rating.[44] The number of coal ash dams with high and significant hazard ratings is likely to rise much higher because almost 200 coal ash dams are not yet rated. Currently no federal regulations exist to require hazard safety ratings.

Dramatic failures aren't the only source of surface spills; smaller spills occur when impoundment dikes and dams leak less significant amounts, or impoundments overflow in heavy rains or floods.

In addition, both coal ash ponds and landfills often discharge coal ash-contaminated waters directly into surface water. In one documented case, at the U.S. Department of Energy's Savannah River Project in South Carolina, a coal-fired power plant transported fly ash mixed with water to a series of open settling ponds. A continuous flow of that water exited the settling ponds and entered a swamp that in turn discharged into a creek. Toxicants from the coal ash poisoned several types of aquatic animals inhabiting the wetlands: bullfrog tadpoles exhibited oral deformities and impaired swimming and predator avoidance abilities, and water snakes showed metabolic impacts. According to the EPA, the impacts were "caused by releases from the ash settling ponds."[45] A more common occurrence is the permitted discharge of ash-laden water—often containing very high levels of arsenic, selenium, and boron—directly into streams, rivers and lakes. At the majority of power plants, the permits allowing these discharges contain no limits on the levels of heavy metals and other toxics that can be released into surface water.

Leaching into groundwater

Far more common than a dam break is leaching of contaminants from ponds and landfills: the process by which toxic materials in coal ash dissolve in water and percolate through the earth. The dissolved toxics, called "leachate," can endanger public health and the environment by contaminating surface water or groundwater used for drinking supplies. Leaching may be less spectacular than a rupture, but it happens with much greater frequency[46] and may continue to release toxic substances into the environment for decades.

Leaching can expose people to dangerous toxicants at levels above safe drinking water standards. The amount of leaching that takes place at coal ash storage facilities varies greatly from place to place, reflecting the type of coal ash that is stored, its concentration and acidity, and the nature of the disposal site. As a result, leachate concentrations are different in different sites and vary for different elements.[47] The rate of leaching may be affected by a number of factors: the size of the disposal pond, pond depth, and the amount of pressure the waste creates; the underlying geology (the types of soil and rock that lie underneath); the gradient or slope of the land; and how far beneath the pond or bottom of the landfill an aquifer or underground stream might lie. What most determines the amount of leaching is not the coal, however, but the robustness of the storage site. The single most important factor is whether the disposal site is lined, with composite liners being the most effective in keeping the ash from contact with water. Another essential safeguard is a leachate collection system that collects the leachate that develops and pumps the dangerous chemicals back into the lined unit.

Verified damage from leaching has occurred at dozens of dump sites throughout the U.S., contami-

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nating drinking water, streams, and ponds and killing wildlife. For example, in Gambrills, Maryland, residential drinking wells were contaminated after fly ash and bottom ash from two Maryland power plants were dumped into excavated portions of two unlined quarries. Groundwater samples collected in 2006 and 2007 from residential drinking water wells near the site indicated contamination with arsenic, beryllium, cadmium and lead, among other suspected "constituents of concern." Testing of private wells in 83 homes and businesses in areas around the disposal site revealed exceedances in 34 wells of Maximum Contaminant Levels, the highest level of a contaminant that is allowed in drinking water.[48] In November 2007, power plant owner Constellation Energy settled with residents of Gambrills for $54 million for poisoning water supplies with dangerous pollutants.

Other documented cases of harm from leaching are presented in section 3.

How toxic is coal ash leachate?

As the discussion of pathways indicates, dangerous substances in coal ash can leach out of disposal facilities and expose humans to serious health risks. A report released by the EPA in 2009 documented that many of those toxicants leach at concentrations high enough to seriously endanger human health. The findings reflected the EPA's adoption of new and improved analytical procedures that, according to the EPA, are better able to determine how much toxic material would leach out of coal ash and scrubber sludge.[49] The EPA's conclusions greatly altered our understanding of the toxicity of coal ash leachate.

The report analyzed 73 samples of coal ash waste of different types and analyzed the physical properties, the content of elements, and the leaching characteristics. What the report found was that for some coal ashes and under some circumstances, the levels of toxic constituents leaching out of coal ash can be **hundreds to thousands of times greater than federal drinking water standards.** Several toxic pollutants, including arsenic and selenium, leached in some circumstances at levels exceeding those which the federal government defines as a hazardous waste. Here are some of the most elevated readings the EPA observed:

- The highest leaching level for arsenic was 18,000 parts per billion (ppb). This amount is 1,800 times the federal drinking water standard and over three times the level that defines a hazardous waste.
- The concentration of antimony in coal ash leachate reached 11,000 ppb, also 1,800 times the federal drinking water standard for this pollutant.
- For selenium, the highest leaching level found by the EPA was 29,000 ppb, a level that is 580 times the drinking water standard, 29 times the hazardous waste threshold, and 5,800 times the water quality standard.
- The EPA found that barium could leach to the level of 670,000 ppb, which is 335 times the drinking water standard and almost seven times the hazardous waste threshold.
- For chromium, the highest leaching level found by the EPA was 73 times the federal drinking water standard and more than 1.5 times the threshold for hazardous waste.[50]

Not only are these levels high enough to harm human health, they are also many times higher than the leaching levels that the EPA previously reported: for arsenic, more than 76 times higher than the highest levels reported and for antimony, more than 916 times the earlier levels.[51] In short, the new and more sensitive test shows far higher levels of leaching of known toxic substances.

The report notes that the leach test results represent a theoretical range of the potential concentrations of toxics that might occur in leachates rather than an estimate of the amount of a toxic that would actually reach any given aquifer or drinking water well. It cautions that "comparisons with regulatory health values, particularly drinking water values, must be done with caution."[52]

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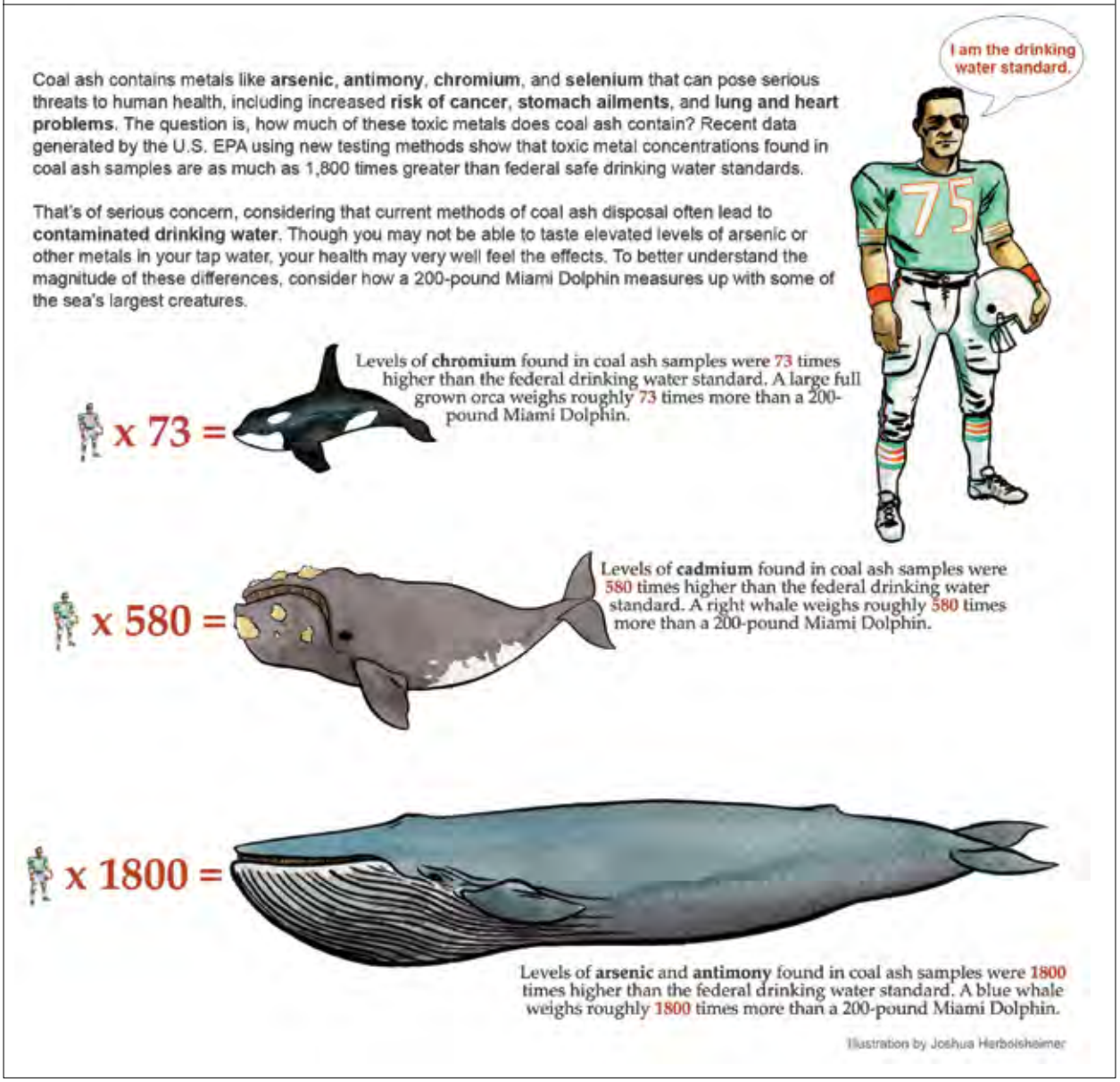
Figure 2. Coal Ash is EVEN MORE TOXIC than Previously Thought



However, the new leach tests consider a number of factors that earlier tests didn't take into account. These include the pH (acidity) of the ash itself, the acidity of the environment, and the variety of other conditions that coal ash encounters in the field when it is disposed or recycled. The EPA noted that an evaluation using a single set of assumptions is insufficient to reflect real-life conditions and "will, in many cases, lead to inaccurate conclusions about expected leaching in the field." With the wider range of conditions and values that the new tests take into account, the EPA itself found that the prediction of leaching was done "with much greater reliability."[53] For these reasons, we accept the new data as the basis for addressing the potential impacts coal ash has on human health.

Consumption of fish

Even if people are not drinking contaminated water, their health may be threatened if they eat fish from

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water sources contaminated by coal ash toxicants. There are several pathways by which the water (and the fish) can become contaminated: runoff and erosion; airborne ash particles that settle on the water; contaminated groundwater that migrates into surface water; direct discharge of coal ash runoff due to heavy precipitation or flooding; and direct discharge of ash pond water and landfill leachate through pipes from waste units. Once the toxics are in the water or sediment, fish can absorb them through their gills or by eating contaminated food sources (algae, worms, and other fish food sources have all been shown to absorb coal ash toxicants), passing these pollutants up the food chain to humans.[54]

A well documented case of toxic fish contamination is that of Belews Lake. Belews Lake, near Winston-Salem, North Carolina, served as a cooling reservoir for a large coal-fired power plant. Fly ash produced by the power plant was disposed in a settling basin, which released selenium-laden water back to the lake. Due to the selenium contamination:

- 19 of the 20 fish species originally present in the reservoir were entirely eliminated, including all the primary sport fish.
- Selenium fish impacts persisted for 11 years.
- Eight years after the flow of selenium-laden water to the lake was ended, the state issued a fish advisory for selenium, urging people to reduce their consumption of fish from Belews Lake. The advisory remained in effect for seven more years.[55]
- Adverse impacts to birds feeding on contaminated fish persist, decades after the coal ash was released into the cooling pond.

Over land and by air

Coal ash also follows land and air pathways to result in human exposure. Coal ash disposal operations can generate dangerous quantities of airborne ash, due to mismanagement of both ponds and landfills. Ash ponds in arid environments may



be allowed to dry, resulting in wind dispersion of dried ash. Landfills may not be covered daily or capped, also resulting in unsafe levels of ash blowing from the disposal site. Where coal ash is used for fill in construction sites and engineering projects, or on agricultural fields as a "soil amendment," it can blow or erode and travel over land as well as through surface waters. Windblown particulates from dry disposal—so-called "fugitive dust"—can also arise when coal wastes are loaded and unloaded, transported, or when vehicles travel through ash disposal sites and nearby communities and coal ash is spread or compacted.

Coal ash is dangerous if inhaled, making fugitive dust a serious health concern. The health threat arises from minute particles of dust known as particulate matter, which may be composed of various substances. Airborne particles of fly ash, if breathed in, can affect the lungs and bronchii. Of particular concern are the extremely small particles known as "fine particulate matter" (PM2.5). These can lodge deep within the lung, where they can affect the lung lining, causing inflammation, altering immunological mechanisms, and increasing the risk of cardiopulmonary disease.[56] They can or even pass through the lungs into the blood, causing serious adverse health effects ranging from triggered asthma attacks to increased mortality rates. People with pre-existing chronic obstructive pulmonary disease, lung infection or asthma

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are particularly susceptible to coal ash effects, as are people with type II diabetes mellitus.[57]

When coal ash blows from dry storage sites, particulate matter can readily exceed the national ambient air quality standards (NAAQS) that exist for levels of particulate matter in the air. In the EPA's own words, "there is not only a possibility, but a strong likelihood that dry-handling [of coal ash] would lead to the NAAQS being exceeded absent fugitive dust controls."[58] To compound the problem, high background levels of particulate matter may add to the potential for fugitive dust from coal ash to lead to significant human health risks.

Protective practices to control dust, such as moistening dry coal ash or covering it, can minimize the dangers to health from this source. Yet at some coal ash dump sites, dust controls are applied only monthly or even yearly. The EPA found such infrequent practices to "have the potential to lead to significant risks," adding that "Even at the median risk, yearly management leads to a PM10 concentration almost an order of magnitude above the NAAQS.… [It is even] "uncertain whether weekly controls would have the potential to cause NAAQS exceedences … only daily controls can definitively be said not to cause excess levels of particulates in isolation."[59] Yet, as the EPA itself notes, many states do not require daily cover to control fugitive dust at coal ash landfills and most states do not require caps on coal ash ponds to control dust.[60]

Workers and nearby residents run the risk of being exposed to significant amounts of fugitive dust. Residents living near power plants, as well as workers at the plants, may be subject to exposure to dust when coal ash is loaded. Residents living along transport routes may be exposed to emissions during transportation. Residents living near dry landfills and eroding ash ponds may be exposed both during ash unloading and



Reuse of coal ash as fill in rural Illinois encroaches on private property and threatens drinking water wells at the Rocky Acres fill site in Oakville, Illinois. The Illinois EPA advised residents to stop drinking their well water.

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subsequently due to windblown emissions. Due to multiple routes of exposure, residents who live near landfills are likely to be exposed to more dust for longer periods of time.

EXPOSURE AND PEAK CONCENTRATIONS

In addition to being geographically widespread, coal ash is also persistent over time, raising long-term concerns and challenges in regard to health. Chemicals move at different rates through groundwater, so when contaminants leach out of coal ash disposal sites, some take longer than others to reach places where they may expose humans to risk. The EPA has conducted sophisticated modeling to estimate how long leaching substances would take to reach their maximum concentrations in well water. For unlined surface impoundments, the median average years until peak well-water concentrations would occur is estimated to be 74 years for selenium, 78 years for arsenic, and 97 years for cobalt. In comparison, if the surface impoundment were clay-lined, the median average years until peak concentration rises to 90 years for boron and selenium, 110 years for arsenic, and 270 years for cobalt. The comparable time periods for these materials escaping from composite-lined units are in the thousands of years.[61]

The implication of these projections is that coal ash toxicants are going to be with us—and with our descendants—for a very long time. Because many coal ash contaminants are persistent in the environment, they do not disintegrate or lose their toxicity. They may be contained or may disperse into the environment but they never really "go away." They remain in the environment and continue to pose exposure risks for years, even generations. Unless coal ash disposal is required to comply with modern engineering safeguards, we can expect to see increased levels of human exposure to coal ash toxics in the future. Taking a longer view, the persistence of coal ash toxics is a health-based argument for reducing our reliance on coal as a means of generating electricity.

COAL ASH REUSE: ADDITIONAL PATHWAYS TO EXPOSURE

Approximately 40 percent of coal ash is "recycled" in engineering, manufacturing, agricultural and other applications rather than being disposed.[62] Fly ash, which hardens when mixed with water and limestone, can be used in making concrete. Bottom ash is sometimes used as an aggregate in road construction and concrete, and FGD gypsum sometimes substitutes for mined gypsum in agricultural soil amendments and in making wallboard. Ash is also used in structural fills and road construction projects, spread as an anti-skid substance on snowy roads, and is even used as cinders on school running tracks. And perhaps as much as 20 percent of the total coal ash generated in the U.S. is dumped in mines as fill.

This recycling offers a significant economic benefit to the utilities and industries that generate coal ash: they generate income from its sale and avoid costs of its disposal. However, some forms of coal ash recycling raise health concerns, especially where the ash is not "encapsulated," that is, not bound to other materials and in a loose particulate or sludge form. Unencapsulated coal ash when exposed to water is subject to leaching. This poses a potential problem in several forms of coal ash recycling, such as when coal ash is sprinkled on snowy roads or used to fill mines, or when used as fill in construction projects. Other forms of recycling appear to minimize the potential threats to health. Applications where the ash is encapsulated (bonded with other substances) such as in concrete and wallboard seem to be the most stable and least likely to leach. However these uses may still pose a hazard to the construction workers who must cut, drill or perform other dust-generating activities. In general, further testing is needed on many forms of coal ash recycling, especially the unencapsulated ones, in order to establish with greater certainty their potential impacts on human health.

3. *Evidence of Harm: The Damage Cases*

The potential risk of coal ash to our health and environment is clear. But is the risk only theoretical? Or has coal ash actually caused harm to real people in real communities?

The law requires the EPA to examine documented cases of the disposal of coal combustion wastes "in which danger to human health or the environment has been proved."[63] Where proven damage is found, the EPA can require corrective measures such as closure of the unit, capping the unit, installation of new liners, groundwater treatment, groundwater monitoring, or combinations of these measures. The EPA has formally identified 63 "proven and potential" damage cases where coal ash poison has contaminated drinking water, wetlands, creeks, or rivers.[64] In addition, two nonprofit organizations, Earthjustice and the Environmental Integrity Project, using monitoring data and other information in the files of state agencies, have documented an additional 70 cases shown to have caused contamination.[65] This brings the total number of damage cases to almost 140, with more still to be investigated. In 38 of these cases, toxics are known to have migrated beyond the property belonging to the utility company and into a nearby community.[66]

The EPA does not make damage case determinations lightly. For "proven damage" to be found, evidence must show one or more of the following:

- Toxics have been found and measured in ground water, at levels above health-based standards known as Maximum Contaminant Levels (MCL's). MCLs are the highest level of a contaminant that is allowed in drinking water and are enforceable standards;[67]
- These toxics must be found at a distance from the waste storage unit "sufficient…to indicate that hazardous constituents have migrated to the extent that they could cause human health concerns;"
- A scientific study has provided documented evidence of another type of damage to human health or the environment; or
- An administrative ruling or court decision presents an explicit finding of specific damage to human health or the environment.[68]

In addition to cases of "proven damage," the EPA also recognizes cases of "potential damage." The EPA defines potential damage cases as "those cases with documented MCL exceedances"—toxics levels exceeding the allowable standard—"that were measured in ground water beneath or close to the waste source."[69] In these potential damage cases, the association with coal combustion wastes is established, but the hazardous substances have not migrated to the extent that they could cause human health concerns—yet. As the earlier discussion of peak concentrations indicates, leaching from coal ash often continues for

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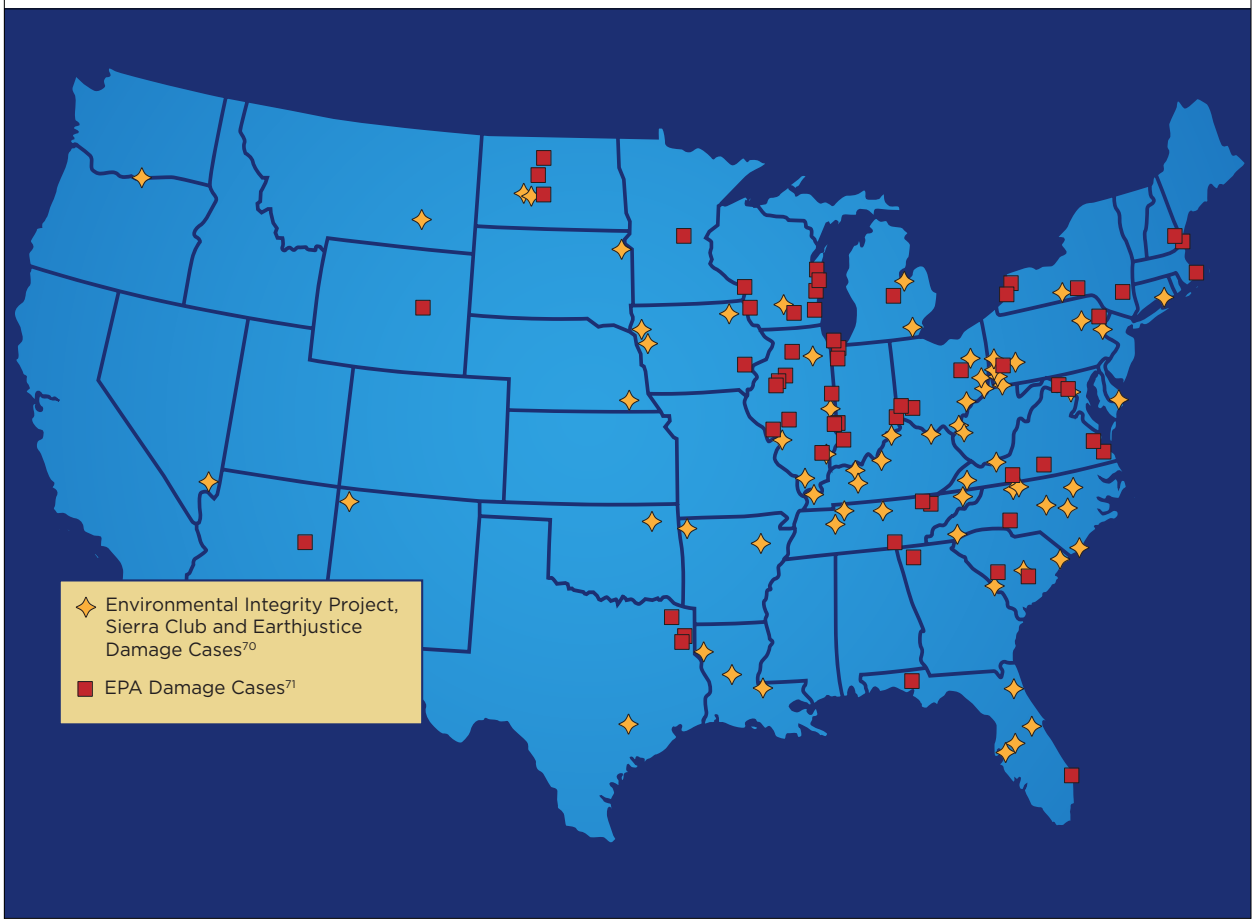
Figure 3. Coal Ash Groundwater and/or Surface Water Contamination Sites



years and may endanger local residents years or even generations later.

Taken together, these requirements create a high bar for the designation of a damage case—making it all the more disturbing that so many damage cases have been identified.

Two-thirds of the proven damage cases show damage to ground water—a serious concern, since ground water feeds drinking water wells. The leaching occurred at different types of storage facilities: four unlined landfills, five unlined surface impoundments, six unlined sand and gravel pits, and one due to a liner failure at a surface impoundment.[72] This demonstrates that unlined storage was far and away the leading cause of ground water contamination. But even a lined storage pond resulted in contamination, in the case of an unanticipated failure. This is a small reminder that where toxic substances are concerned, accidents do happen, and may lead to ecological and health-threatening consequences.

PROFILES OF SELECTED DAMAGE CASES

When a damage case occurs, what does it look like? What impacts does it have on local communities? The majority of damage cases result not from breakages, but from leaching. This process is invisible and gradual, often occurring over a number of years. It is detected by monitoring and testing of ground and/or surface waters, procedures that are not routinely conducted at most coal ash disposal sites. The damage cases profiled here begin to tell the story of how coal ash impacts our health and our environment.

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LEACHING FROM DISPOSAL SITES

Virginia: Residential wells contaminated with vanadium and selenium

From the mid-1950s to the mid-1970s, Virginia Power operated a disposal site for the Yorktown Power Station, storing fly ash from coal and petroleum coke in abandoned sand and gravel pits. Six years after the last load of coal ash was disposed of, area residents reported that the water in their drinking wells had turned green. Studies found their wells were contaminated with nickel, vanadium, arsenic, beryllium, chromium, copper, molybdenum, and selenium. Fifty-five homes had to be placed on public water, as their well water was too dangerous to drink. In addition, heavy metal contamination existed in ground water around the fly ash disposal areas, in onsite ponds, and in the sediments of a nearby creek. Six hundred feet of the creek had to be relocated to minimize contact with the fly ash disposal areas, even though years had passed. This site became the Chisman Creek Superfund Site, which was listed on the nation's list of most polluted Superfund sites, the National Priorities List (NPL).[73]

Montana: Leaking unlined coal ash pond contaminates drinking wells, ranches

At the PPL Montana Power Plant in Colstrip, Montana, leaking unlined coal ash ponds contaminated drinking water wells with high levels of metals, boron, and sulfate. The community located near the power plant had to be supplied with safe drinking water. The plume of contamination stretches at least a mile from the power plant, affecting ranchers far from the waste ponds.

Wisconsin: Contamination migrates offsite into private drinking-water wells

At the WEPCO Highway 59 Landfill, fly ash and bottom ash were dumped into an old sand and gravel pit. The facility was unlined and the underlying soil consisted of sands and gravel with minor amounts of silt and clay, believed to be relatively permeable. Contamination from the facility appears to have migrated to off-site private wells: Ground water monitoring of those wells found them to be contaminated with sulfate, boron, manganese, chloride, and iron at levels above the state's Enforcement Standards and arsenic above the state's Preventive Action Level. State environmental officials considered this one of the most seriously affected coal ash sites in Wisconsin.

New York: Landfill contaminates wells with lead, a potent neurotoxicant

A leaking dump containing fly ash, bottom ash, and other material generated by the Dunkirk Steam Station on Lake Erie contaminated drinking water wells with lead, a very potent neurotoxicant that can harm the developing nervous system at even low levels of exposure.

The landfill owner was required to cease receiving coal ash wastes, to conduct extensive remediation, and to close the facility. Post-closure ground water and surface water monitoring and maintenance were expected to continue for 30 years after final closure of the entire facility.[74]

COAL ASH USED AS FILL MATERIAL IN CONSTRUCTION

Indiana: Town is declared a Superfund site due to coal ash

The Northern Indiana Public Service Corporation (NIPSCO) deposited an estimated 1 million tons of fly ash in Town of Pines, Indiana. The ash was buried in a leaking landfill and used as construction fill in the town, where it contaminated drinking water wells throughout the town with toxic chemicals, including arsenic, cadmium, boron and molybdenum. Hundreds of residents were put on municipal water, and Town of Pines was declared a Superfund site.

Virginia: Use of coal ash in constructing a golf course leads to groundwater contamination with heavy metals

A 216-acre golf course in Chesapeake, Virginia, was built using 1.5 million cubic yards of fly ash. When groundwater at the golf course was tested, arsenic, boron, chromium, copper, lead, and vanadium were detected, indicating a potential threat to nearby residential drinking water wells. As the contaminants had not yet been detected off of the site, this was classified as a potential damage case.[75]

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COAL ASH IMPACTING LIVES: PORTRAIT OF R.G. HUNT



R. G. Hunt lives in Waterflow, New Mexico, on land his family has owned for four generations. As the town's name suggests, they drank from a fresh-water well on the property, and for years his sheep grazed nearby and drank from natural springs and an arroyo (a dry creek bed that runs during the rainy season)—until the mid-1970's.

In 1972 a utility company built the San Juan Power Plant next to Hunt's land and began using the dry arroyo to discharge their wastewater. The company also buried coal ash in nearby dry streambeds, rather than building surface impoundments with protective liners. Lacking effective containment, the ash leached into underground aquifers, contaminating Hunt's water with high levels of arsenic, selenium, potassium, chromium, lead, sulfate, and other toxicants.

"By 1975 after the dumping of the coal ash began, my family started to get sick," Hunt told the U.S. House of Representatives Subcommittee on Energy and Environment in formal testimony in December 2009. "I was diagnosed with heavy metal poisoning with extremely high arsenic, iron, lead, and selenium levels. I lost nearly 100 pounds in less than a year. I was so weak I couldn't stand or work, and wasn't expected to live."

Hunt did survive, although he and his wife suffered from indigestion, diarrhea, nausea, and vomiting and had problems with mental focus and comprehension. Their children also had constant indigestion and diarrhea, their hair began to fall out, and their eyesight worsened. The children's teachers reported that the kids also had difficulty with simple tasks of concentration and comprehension.

For two years, the family bought drinking water and carried it into their home until they could afford the connection fees for the public water system. "Once we stopped using the well," Hunt recounts, "we began, slowly, to improve." He, his wife, and their kids had been sick for more than ten years.

Hunt's animals suffered as well. "I watched 1,400 sheep slowly suffer and die from the lack of safe drinking water," he told Congress. "Within two years I lost my entire sheep herd and took outside jobs, rather than risk selling contaminated meat to my customers."

In 1984 the EPA fined the utility company and required it to line the ponds. However, the utility arranged to bury their fly ash in unlined pits in the neighboring San Juan Coal Mine. As a result, fly ash and scrubber sludge continue to contaminate the Hunts' arroyo and groundwater.

Hunt's closing words to Congress indicate his deep disillusionment: "My experience is that the energy industry cannot be entrusted with innocent lives or to regulate themselves, for the good of the community, in lieu of a profit for their stockholders. I urge you to take every measure available to you to prevent this from happening to anyone, anywhere in our nation, ever again."[76]

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UNPREDICTABLE FAILURES

North Dakota: Lined coal ash ponds leak arsenic and selenium

At the United Power Coal Creek Station, a power plant in North Dakota, surface impoundments were built with protective linings. However, the linings of several impoundments developed severe leaks within a few years of construction. Ground water monitoring at the site showed arsenic and selenium in excess of health-based levels. The state eventually required that the ponds be relined with a composite liner.[77]

Georgia: Millions of gallons spill into creek from a huge sinkhole

This sinkhole highlights the many ways in which toxic substances can escape from storage areas and contaminate the environment. An unlined coal ash pond in Cartersville, Georgia, developed a sinkhole that ultimately reached four acres and a depth of 30 feet. An estimated 2.25 million gallons of coal ash and water were released into the tributary of a local creek, causing a temporary arsenic spike in a public drinking water source. Remedial action followed, involving dredging coal ash from the creek.[78]

CONTAMINATION OF WATER AND FISH

Texas: Selenium contamination leads to fish kills and fish consumption advisories

Discharges from coal ash ponds poisoned fish with high levels of selenium at three reservoirs in Texas—and, through the fish, the selenium potentially reached human beings. The reservoirs—the

COAL ASH IMPACTING LIVES: PORTRAIT OF GAYLE QUEEN

During the ten years that Gayle Queen lived in Gambrills, Maryland, a small community south of Baltimore, a power company dumped 4.1 million tons of coal ash near her home. Trucked in from another community, the coal ash was deposited into an unlined sand and gravel pit with excavations as deep as 80 feet.

The dumping created two problems. Ash dust went airborne, meaning "we all breathed the dust in," according to Mrs. Queen. And while there was supposed to be no contact between the coal ash and surface or ground water, dangerous chemicals did leach out of the unlined pit. From 1999 through 2007, tests showed that arsenic, iron, manganese, and sulfate were leaching at dangerous levels, eventually entering an aquifer that supplies the community's drinking water and contaminating residents' private wells.

Mrs. Queen, who has a well at her home, noted, "I rely on my well water to provide cooking, drinking and bathing water."

Because of the coal ash contamination, Mrs. Queen fears that she has lost both her financial security and her health. "My biggest monetary asset, my home, is worthless," she stated. "I may have to file for bankruptcy." In addition, according to the 56-year-old Mrs. Queen, "My doctor has told me I have the lungs of an 80-year-old woman because of breathing in the coal ash. I am terrified about my future health."

She also worries about the health of her children and grandchildren. "They drank the water, bathed in it, brushed their teeth and breathed in this dust. Will they get a disease, too? No one can tell me for sure. But I do know they never should have been exposed to this stuff."

Mrs. Queen, testifying before the U.S. Congress, called on the government to prevent coal ash contamination from happening again, adding, "If the Environmental Protection Agency had the authority to require liners and force power companies not to dump close to drinking water systems, what happened to me and my community would not happen to anyone else."[79]

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Brandy Branch Reservoir in northeastern Texas along the Louisiana border, the Welsh Reservoir northeast of Dallas, and the Martin Lake Reservoir southeast of Dallas—all received contaminated run-off from power plants. In response to elevated levels of selenium in fish in the reservoirs, the Texas Department of Health issued fish consumption advisories, in one case warning people to eat no more than eight ounces of fish from the reservoir per week. Another advisory urged children under six and women who were pregnant or might become pregnant not to consume any fish from the reservoir whatsoever. That advisory remained in effect for 12 years.[80]

Tennessee: Toxics damage fish, plants, and small mammals

At the Department of Energy's Chestnut Ridge Operable Unit 2 in Oak Ridge, Tennessee, coal ash slurry was stored in a pond created by building an earthen dam across a creek. Constructed to hold 20 years' worth of ash, after only 12 years it was filled

SCIENTIFIC STUDIES OF ECOLOGICAL DAMAGE FROM COAL ASH

Besides being documented in damage cases, the effects of coal ash residues on wildlife have been the focus of published scientific studies. These studies show that coal ash presents significant risks, especially to aquatic and semi-aquatic organisms. Its effects range from producing physical deformities in fish and amphibians, to wiping out entire populations.[81]



Bill Wadell, USFWS

Duck embryos damaged by selenium contamination (Utah).

Plants and animals that inhabit coal ash-contaminated sites accumulate toxic elements, including arsenic, cadmium, copper, and lead, sometimes in very high concentrations. Among plants, high levels of accumulation have been noted in algae (for copper); arrowhead (copper and lead); cattails (copper), and sago pondweed (for arsenic and chromium). Among invertebrates, plankton accumulate high levels of selenium; caddisflies of cadmium, chromium and copper; Asiatic clams of cadmium and copper; crayfish of copper and selenium; crickets of chromium; and earthworms of arsenic, chromium, and selenium. Moving up the food chain, bullhead minnows, sunfish, largemouth bass, and bluegill have all been documented to accumulate high levels of selenium, as have banded water snakes, slider turtles, barn swallows and muskrats. Bullfrogs accumulate both selenium and arsenic.[82]

Exposure to coal ash contaminants may lead to death or cause other, lesser effects. Coal ash toxicants often build up in animals' organs, including the reproductive organs, where they can negatively influence reproductive rates. Sublethal effects also include physical abnormalities that can influence critical behaviors, such as feeding, swimming speed and predator-avoidance reflexes. In one study,[83] scientists raised Southern Leopard Frog tadpoles on either sand or coal ash-contaminated sediment. Ninety percent of the tadpoles exposed to the contaminated sediment displayed abnormalities of the mouth, while none of the control individuals did. Contaminated tadpoles also had decreased developmental rates and weighed significantly less. These and other abnormalities can have a negative impact on population survival rates. Coal ash contaminants can also affect the abundance, diversity and quality of food resources, thus creating substantial indirect effects that ripple up through food chains to impact higher life forms.

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SELENIUM

Scientific studies have shown that selenium can have devastating impacts on fish populations. Selenium can bioaccumulate in fish until it is up to 5,000 times as concentrated in their bodies as in the surrounding water, causing anemia; heart, liver, and breathing problems; and deformities.[84]

Because selenium concentrates in the yolk of developing embryos, stunting their development and causing organ abnormalities in the larval fish, it can contribute to death in the affected fish and reproductive failure of the local species population.[85]

These effects reflect the extremely high levels of selenium found in coal ash. While 10 micrograms of selenium per liter of water—a concentration of 10 ppb—can cause total population collapse in a reservoir, coal ash can produce leachate with selenium concentrations of 29,000 parts per billion, a level that is 580 times the drinking water standard, 29 times the hazardous waste threshold, and 5,800 times the water quality standard.[86]

In the coal ash-contaminated Belews Lake in North Carolina, 19 of 20 fish species were eliminated due to selenium contamination. Surviving fish exhibited deformities and serious pathological problems.[87]



The photograph shows a spinal deformity in fish, attributed to selenium from coal ash.

to within four feet of the top of the dam. Once the pond was full, slurry was released over the dam directly into the creek, resulting in contamination of the creek, spring water and groundwater with toxics. The local creek was found to be under severe stress, with no fish populations in some areas and downstream sunfish populations having high percentages of deformed heads and eroded fins. Elevated concentrations of selenium, arsenic, and possibly thallium were found in largemouth bass. Selenium was also absorbed by plants, creating a possible pathway to exposure for soil invertebrates and small mammals. Elevated readings of arsenic, selenium and lead were found in small mammals.[88]

4. *Policy Implications*

Because of its array of severe effects on human health and the environment, coal—across all of its life cycle, including coal ash—must be addressed in a public health context. Use of coal is also an ethical issue. Corporations that burn coal and generate coal ash must not be free of responsibility for the consequences they unleash on human and environmental health. Rather, coal's contaminants must be handled in ways that minimize their impacts on human health and the planet. The responsibility for that handling must fall first on those who produce, utilize, dispose, and reuse coal and its waste products.

Because coal ash contains such high levels of dangerous toxics, its disposal and reuse call for high levels of prudence and care. From a health and medical perspective, the situation calls for application of the "precautionary principle." The precautionary principle states that where an action risks causing harm to the public or to the environment, the burden of proof that it is *not* harmful falls on those who would take the action. In other words, rather than waiting until harm has occurred, we should require those who want to use coal ash to demonstrate that the proposed use is safe. It is the same principle applied by the Food and Drug Administration to keep our food supply safe, and it is a wise one to apply when dealing with leaking, leaching, toxic substances.

In contrast to a classical risk assessment approach, which asks, "How much harm can we tolerate?" the precautionary principle asks, "What actions can we take to prevent harm?" When we distribute arsenic, lead, mercury, or selenium into the environment, we expose ourselves and our children to compounds that



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rob us all of our potential for full development, while also harming the much broader biotic community. Yet our duty as health professionals and environmental stewards includes the responsibility to protect people from harm, especially those who cannot protect themselves, such as children. The precautionary principle supports an approach to policy-making that emphasizes our responsibility to actively promote human and environmental health, for ourselves as well as for future generations.[89]

We have the knowledge and resources to make appropriate decisions to protect public health and the environment, and therefore, the responsibility to do so. Prudent, precautionary options available that should guide the handling of coal ash include:

- Incorporating the best available elements of preventative hazard design in storage and disposal facilities. These include engineered composite liner systems, leachate collection systems, long-term ground water monitoring, and corrective action (cleanup standards), if these systems fail.

- Phase out the wet storage of coal ash, the disposal of coal ash in mines and unprotected landfills, and the disposal or reuse of unencapsulated ash where it is exposed to surface or ground water.

- Pursuing further independent research and assessment of coal ash recycling. Reuse of coal ash should only be permitted when research indicates that the toxic chemicals in coal ash will not migrate from the ash in quantities that pose a threat to human health or the environment during the entire lifecycle of the reuse application.

- Particular care must be taken to assess the health and environmental impact of the unencapsulated use of coal ash before such uses are allowed to continue.[90] This includes the reuse of coal combustion waste in agriculture and as anti-skid material on roads. Large unencapsulated uses, such as unlined and unmonitored fills, must be prohibited or treated as disposal sites and be required to maintain all the necessary safeguards.

- Research is needed to determine the possible health effects from coal combustion waste on workers who are exposed to ash and sludge at disposal facilities, construction projects and manufacturing plants.

- In view of the immense amount of coal ash generated in the U.S. and its disposal and reuse in nearly every state and territory of the nation, it is essential that the EPA enact federally enforceable safeguards that protect the health and environment of every citizen equally and effectively.

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Submission Number: ***TRANS-LV-Q3-00030***

Received: 5/24/2016 12:00:00 AM
Commenter: John Kersting
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name John Kersting. As a parent, 15 years special education teacher, 35-year environmental journalist on toxins, community leader as the president of Olympia Eagles, and community networker with hundreds of individuals in my community of Olympia, Washington, we believe we must go further to ensure that our communities and world health is protected.

Having been a life-long diver and specialist in environmental issues, I must report I see first hand the air, waters, and land world wide are still dying a slow death.

The rationalizations by government and industry that are continuing to mine, use, and transport coal are economic and evolutionary suicide. It is insulting to hear the coal industry tell us the lack of complaints and science are proving that the vast amounts of coal dust do not harm us or the environment.

As a journalist and special education teacher, I am well aware of a strong body of evidence that harm comes from the number and quantities involved in exposure to pollutants, and that our bodies, especially of children, already have alarming levels of toxins.

Many communities throughout America are forced to accept the risks and damage that coal and its waste materials present. Many don't know the dangers and environmental damage through media manipulation.

In 2016, many of us are completely fed up with the bullying of oil, gas, and coal companies, passive government agencies, and corrupt officials whose loyalties lies not with citizens but with corporations.

It is long past time to clearly protect our own and future generation's health. We have been watching heartbroken as a slow train wreck continues in our environment, land, air, and water where the use of fossil fuels has overwhelmed the incredible animal, plant, fragile environment, and native people's interest with flat out greed.

This is an unacceptable risk to the incredible wealth of the Pacific Northwest's treasured fisheries, land forms, and water.

A union man all my life, pitching us crumbs, pitching brothers against brothers to send our natural resources to a communist nation to enslave their people, destroy their environment, and send us second-rate goods defies common sense.

The coal industry needs to be held to the same economic impact and environmental standards as other major industries while our country transitions to a clean energy economy. These standards are essential to protect our communities and reduce the climate disrupting pollution that threatens our public health, wildlife, and the natural resources upon which we all depend.

My relatives mostly live in Hegewisch, a suburb of Chicago where huge amounts of tar, sand, coke, ash residues are being piled on the Calumet River, where our family spent decades restoring health and access to wildlife and open use areas, only to see the coke brothers and other energy interests annihilate that area's environment anew.

Kersting, John (TRANS-LV-Q3-00030)

My brother lives on the north Montana where he renovated an entire neighborhood area with the affordable housing, restored numerous small businesses, and provided a renaissance of to an obliterated neighborhood. He and I are furious that the nearby railroad has horrendous environmental practices.

These include allowing poorly running diesel engines pouring toxins into the air to run for days, numerous idling engines habitually disturbing and polluting the neighborhood, people, and of course spilling regular amounts of coal and coal ash into the area.

My brother Mark and I ask what the hell has the government done and the industries done that they regulate for us and our families? It is your duty to take aggressive action to end coal extraction and transportation services. You should be held liable for the associated costs and building higher safety standards reflecting our present knowledge.

It is crucial to immediately phase out dirty fuels that have never well served our nation, particularly children, the elderly, or those in fragile health. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002953***

Received: 6/13/2016 3:29:45 PM
Commenter: Marvin Keske
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-LV-Q3-00022***

Received: 5/24/2016 12:00:00 AM
Commenter: Cecilia Kessel
Organization:
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 Cecilia Kessel. I live in Vancouver. I live in a home that is 103 years old. I live in one of the oldest neighborhoods in the city. And the city of Vancouver is a very special place in a very special location.

It is the fourth largest city in the state, of course, and it is booming right now. We're getting so many new businesses and restaurants and pubs and things to do, it's just really wonderful.

I live within walking distance from the elementary school, the middle school, the high school, and Clark College, two -- no, one theater, that's right, the regional public library, various restaurants, a few antique stores, many churches, a few bars, and a pot shop.

This is an ideal place to live. Three generations of Kessels live here in Vancouver, and we do not want the quality of our lives to be disrupted by a proposed coal terminal in Longview, which will bring in 44 million tons of coal annually only to be shipped to Asia and come through the Columbia River Gorge through Vancouver, to Longview, and sent out on ships to be burned in Asia, and for that Co2 to come back to this country.

We need to get beyond coal and oil. We need to get beyond fossil fuel. This commission needs to say no to the coal terminal in Longview. We need to get on the right side of history. No more fossil fuels to contaminate the earth and our air.

Submission Number: ***MBTL-SEPA-DEIS-0000971***

Received: 5/24/2016 5:41:49 PM
Commenter: Juanita Kesseru
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0003092***

Received: 6/13/2016 5:24:40 PM
Commenter: Sarah Kessie
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do. Sincerely, Sarah Kessie sarah.kessie@gmail.com 99301

Submission Number: ***MBTL-SEPA-DEIS-0003307***

Received: 6/13/2016 8:14:48 PM
Commenter: Sarah Kessie
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002930***

Received: 6/13/2016 3:18:39 PM
Commenter: Charles Kettenring
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001358***

Received: 5/26/2016 7:17:57 PM
Commenter: Robert Keyser
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***TRANS-LV-Q1-00064***

Received: 5/24/2016 12:00:00 AM
Commenter: Laney Kibel
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Laney Kibel, K-I-B-E-L, L-A-N-E-Y, therapist, Portland, Oregon. Millennium Bulk Terminal is on the wrong side of the coal import demand curve. Coal used to be the standard bearer of our power grid producing 50 percent of our nation's electricity. Now it's down to 29 percent, and China, which would be the main importer of coal from the Millennium Bulk Terminal doesn't want to be anchored to coal any more than the U.S. does. A blizzard of new data from China points to less reliance on coal imports. They just released this February a detailed plan to slash coal consumption which would accelerate China's well documented shift away from coal. By many measures, China has been transitioning even faster than the U.S. to get off of coal. Coal imports were down 30 percent last year after falling ten percent the year before. China is set to shut down 1,000 coal mines this year with deeper cuts to follow, and its leaders announced the end of 2015 that China, for the first time, would suspend new power plant approvals. China's horrible coal pollution and smog choked cities are legendary. The largest protests in modern Chinese history have been over this pollution and the country seized 30,000 to 50,000 mass incidents every year over coal tainted air, water, and soil. The ruling party knows that clean energy is their next path to an even stronger modern economy, and Chinese companies already lead the world in solar energy production. I beseech you, don't hitch Longview's wagon to this falling star. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000677***

Received: 5/23/2016 11:21:26 AM
Commenter: Andrew Kidde
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I urge you not to grant a permit for the Millenium Bulk Terminals Longview. Most climate sceintists agree that because of human caused greenhouse gas emissions, we are poised at the edge of global epic environmenal catestrophe. Several aspects of this how this catastrophe would unfold in the Northwest — including a fourfold increase in wildires, loss of critical snowpack, increase in temperature, increase in flooding of densely populated urban areas, increasing acidification of seawater with signiicant impacts to saltwater ecosystems — are documented in the Environmental impact statement. See section 5.8.2.4. The effects of climate change are global in nature — similar and even more extreme catastrophes will playout around the globe. Even with proposed mitigation measures, this proposed project's contribution "to greenhouse gas emission impacts, which are cumulative in nature, would still be significant and adverse." See DEIS's Greenhouse Gas Emissions Fact Sheet page 3. Why then are we permitting a project that will clearly exacerbate worldwide catestrophic environmental damage? The no action alternative is a much better option. Here is why. Alternative energy sources that do not increase greenhouse gases are increasingly available, inexpensive, and capable of meeting our energy needs. Rapid adoption of these technologies is critical to avoiding climate change devastation here and around the world. ? This project would slow the adoption of these alternative technologies. As noted in the DEIS (Table 5-8-9) this project "would increase in supply" and "decrease international coal prices." Basic economics tells us that these market effects would also slow the transition to clean energy technologies. The DEIS does not, however, provide any analysis of this crictical projected market effect, and such analysis should be included in the final EIS.

Submission Number: ***MBTL-SEPA-DEIS-0003210***

Received: 6/13/2016 6:34:05 PM
Commenter: Anthony Kiepe
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000298***

Received: 5/10/2016 7:23:09 PM
Commenter: Ira Kilbourne
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â €" it's time to move this proposal forward! I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0000199***

Received: 5/10/2016 4:37:52 PM
Commenter: Brad Kille
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0001037***

Received: 5/24/2016 6:21:37 PM
Commenter: Colleen Kimble
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***TRANS-SPOKANE-M1-00013***

Received: 5/26/2016 12:00:00 AM
Commenter: Sheryl Kinder Pyle, Executive Presbyter
Organization: Presbyterian Church
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. Thank you for your time and your service to our community, our region, and the great state of Washington. I'm Sheryl, Executive Presbyter for the Presbyterian Church here in the Northwest.

Our region includes the 44 Presbyterian Church USA churches in North Idaho and Eastern Washington from the Canadian border in the north and including the (inaudible) Reservation in the South.

At our last national meeting in 2014, the general assembly expressed by unanimous consent serious concern about the expansion of coal transportation through the Pacific Northwest.

I therefore urge you to support the no-action alternative, and I quote from the minutes, The assembly recognizes a regional issue of extraction, pollution, transportation, and export have interstate, national, and global implications both for environmental justice concerns and for global climate disruption and change.

Such impacts range from coal dust pollution, diesel particulates, potential derailments, negative impacts on real estate, and public health and safety concerns, to global climate change, sea level rise, acidification of oceans, severe weather events, and the ethical dilemma of profiting from the export of coal and other fossil fuels for use in countries whose environmental and pollution restrictions are less stringent. The general assembly further affirmed the valuation of coal exports involves moral choices. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000673***

Received: 5/22/2016 8:47:13 PM
Commenter: Ken Grams
Organization: KinetiQ Group
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments

Submission Text

As a supporter of both a green economy and that of the Millennium Bulk Terminals Project in Longview, Washington, I respectfully request that you expedite the permitting of the project so our community can begin to reap the benefits from the construction and operation. I respectfully ask that we, as a community in SW Washington, make appropriate decisions on project development that impact us directly… as it's where we live, work and where our children go to school. Our community has lived hand-in-hand with industry, environmental responsibility and a quality of life that is balanced and enjoyed by all for many generations. So, please… do not allow this project to be unduly delayed. …and please expedite the permit processing. ...and APPROVE.

Via Email: diane.butorac@ecy.wa.gov

May 22, 2016

Millennium Bulk Terminals EIS
c/o ICF International
710 Second Ave, Suite 550
Seattle, WA 98104

Dear Ms. Diane Butorac / Millennium Bulk Terminals EIS:

As a supporter of both a green economy and that of the Millennium Bulk Terminals Project in Longview, Washington, I respectfully request that you expedite the permitting of the project so our community can begin to reap the benefits from the construction and operation. Highlighting some points in the Millennium Bulk Terminals Project that has encouraged my support for the project, include but not limited to:

- Coal dust would not exceed federal or state air quality standards. The highest concentrations would be in and near the terminal area and would decline to low levels within a few thousand feet.urrent operations include importing alumina, which supports 467 jobs in Central Washington.
- Terminal operations would create annual tax revenues of $1.65 million for Cowlitz County, $2.18 million for the state and $1.45 million in property taxes for special purpose districts. Over 30 years, the terminal would pay $102.68 million in state and local taxes.Construction activity is estimated to support $70 million in direct wages, and $232 million in direct output.
- The terminal and the wharf would include a storm water collection and treatment system to capture coal dust and runoff and preventing it from flowing to the river without treatment. Docks would be designed to contain spills.
- Terminal operations would create annual tax revenues of $1.65 million for Cowlitz County, $2.18 million for the state and $1.45 million in property taxes for special purpose districts. Over 30 years, the terminal would pay $102.68 million in state and local taxes.

I respectfully ask that we, as a community in SW Washington, make appropriate decisions on project development that impact us directly… as it's where we live, work and where our children go to school. Our community has lived hand-in-hand with industry, environmental responsibility and a quality of life that is balanced and enjoyed by all for many generations.

So, please… do not allow this project to be unduly delayed. …and please expedite the permit processing.

Very truly yours,

Kenneth W. Grams
Chief Executive Officer
KinetiQ Group
kgrams@kinetiQgroup.com
214-784-7273

Submission Number: ***TRANS-PASCO-M1-00075***

Received: 6/2/2016 12:00:00 AM
Commenter: Charles King
Organization:
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 Charles King (phonetic). I'm from Pasco. I've lived here since 1975. It's a great place to live. In spite of the dust, it's still great. But coal will come from somewhere. Our coal is better and cleaner than most.

We need the jobs. A lot of people in this town has had a real problem with money and getting jobs. You know, it -- well, we've got to do something. And CO2, we've heard a lot of talk about greenhouse gases.

In the opinion of many scientists, the most significant greenhouse gas is water vapor clouds have a more insulating effect than CO2. Many people feel that CO2 is in fact insignificant. Maybe I shouldn't mention it, but the scientists pushing the greenhouse gas thing they have been caught cheating several times.

They prophesized rising sea levels by 2002. The sea level is supposed to go up two or three feet, but it didn't. And I don't doubt that there will be some problems involved, but Americans are good at solving problems, if the bureaucrats would leave us alone. They don't do that much.

But anyway, I think that we should get back to real science and get off the greenhouse gas. When I was in the third grade we all played on the coal pile, and we lived through it.

But thank you very much.

Submission Number: ***MBTL-SEPA-DEIS-0001466***

Received: 5/30/2016 6:13:13 PM
Commenter: Ellen King
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I want to express my concern over the proposed terminal with the rail traffic transporting a toxic (albeit a natural) substance through countless communities. The health hazards posed with each rail car of coal losing approximately 500 pounds of coal dust along it's route, the negative noise impacts on human health and nature along with the health hazards associated with elevated stress created by disruption of freedom of movement in affected communities in order for an extractive industry to be able to continue to pollute should not be sanctioned by Washington state approving the requested permits. After having read the possible enviornmental impacts of the 1.3 mile long trains hauling coal moving through some otherwise thriving communities, along valuable waterways, and across some productive agricultural land with many at grade level road crossings, I believe the answer is an obvious one: Washington state should DENY the requested permits. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0003103***

Received: 6/13/2016 5:39:50 PM
Commenter: Janet King
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-LV-Q3-00003***

Received: 5/24/2016 12:00:00 AM
Commenter: Jayme King
Organization:
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 Jayme King, and I live in Longview. And I like Longview because it's green and it's pretty and there's a beautiful river. And the river has fish and wildlife. It's a nice place to live.

The EIS statement says there will be damage to wetlands, it says there will be damage to the river. It says there will be coal dust. It says all those things and yet we're still talking about it.

I would ask that no action, I would ask that we don't let the coal terminal go forward because I live in Longview and I like it here. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002130***

Received: 6/7/2016 5:22:38 PM
Commenter: John King
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Submission Number: ***MBTL-SEPA-DEIS-0000163***

Received: 5/9/2016 1:55:14 PM
Commenter: Daniel Kinner
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

With the technology available today, the shipping of clean and environmentally friendly coal is more viable than ever. So many people are simply parroting what they hear from others, who wish to simply advance an addenda. This is simply NOT the case! The jobs that it would preserve as well as create are badly needed. The ability to ship cleaner burning coal to other parts of the world is also badly needed. I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001706***

Received: 5/31/2016 7:08:25 PM
Commenter: Dwight Kinnes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0001260***

Received: 5/26/2016 6:24:38 PM
Commenter: Ben Kinsinger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0002383***

Received: 6/9/2016 6:02:26 PM
Commenter: J Kinzel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. When the trains are loaded in Montana, Millennium puts a liquid cover, like a glue, on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium’s project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Kipp, Gary (3121)

Submission Number: ***MBTL-SEPA-DEIS-0003121***

Received: 6/13/2016 5:47:59 PM
Commenter: Gary Kipp
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I Support any marine terminal for exporting coal. This will help the economy of Wyo. and keep electricity at a reasonable cost.

Regarding the Proposed Millennium Bulk Terminals (MBT), Longview, WA
Public hearing May 24, 2016, Washington Department of Ecology and Cowlitz County, Longview, Washington

I am Marjorie Kircher. Thank you for this opportunity to comment on the Millennium Bulk terminal proposed for Longview.

There are many serious health, safety, environmental, and economic concerns around this project, and you will be hearing those in detail from many concerned citizens on May 24. I have a particular health concern, from greatly increasing diesel and coal dust pollution throughout the region.

I've worked as a pediatric occupational therapist in special education here in Washington for over 25 years. We in public education have witnessed a profound increase in the number and severity of children (per capita) with neurodevelopmental disorders such as autism, ADHD, and learning impairments. The Centers for Disease Control and Prevention corroborates this increase in their recent counts of pediatric disorders.

This is likely due in part to increased exposures to neurotoxic chemicals in the environment. Recent studies have correlated prenatal and early life exposure to diesel particulate exhaust with autism, ADHD, lowered IQ and cognitive function, and increased behavioral symptoms of anxiety, depression, and aggressive behavior. Diesel components, and heavy metals found in coal dust, can cause permanent damage to the developing nervous systems of embryonic and young children, even at low levels. The proposed terminal, which would increase the number of mile-and-a-third-long trains (8 trains full and 8 returning mostly empty) passing through the region daily, each carrying 125 uncovered coal hopper cars, pulled by three to four diesel engines, would add cumulative impacts of further diesel emissions, as well as coal dust. In addition to particulate matter, coal dust contains other neurotoxins such as arsenic, cadmium, lead, and mercury, which can be released into air or spilled into waterways near tracks during a derailment. Coal has been found in the Columbia River. (http://columbiariverkeeper.org/top-stories/coal-spills-exposed/)

The MBT DEIS cites air pollution and diesel particulate matter (DPM) with concern:

- Diesel particulate matter was identified as the most likely contributor to cancer risk in Washington State.
- In Longview, all rail traffic in the study area is projected to increase emissions for all air pollutants by about 11%,
- Locomotive emissions in Cowlitz County are estimated to increase by about 6% overall with the proposed action. The largest emissions increase for a single pollutant would be for PM10, which would increase by approximately 15%.
- Vessel emissions in Cowlitz County with the proposed action are estimated to increase by about 12%.
- Cumulative vessel traffic in 2038 is projected to increase air emissions by about 24%.
- Table 5.6-10. Estimated Maximum Annual Emissions *in Washington State* for Locomotive and Commercial Marine Vessels for the Proposed Action in Comparison with the 2011 Statewide Emissions Inventory:
  Locomotives will emit 47 tons/year DPM
  (46 tons/year PM2.5 and 47 tons/year 10 DPM)

Marine vessels will emit 10 tons/year DPM
(11tons/year PM 2.5 and 13 tons/year of PM 10)

The MBT DEIS cites coal dust air pollutants with concern:

- Table 6-21 shows violations of the National Ambient Air Quality Standards (NAAQS) for particulate matter (PM2.5) from coal dust in Cowlitz County.
- "The estimated maximum monthly coal dust deposition along the BNSF main line in Cowlitz County would exceed the trigger level for certain residential receptors (Table 5.7-7)." Chap. 5 at 5.7-21.
- "[R]esidents who live along the main line could experience nuisance levels [of coal dust] which may visible soiling on window sills, outdoor furniture, and other property." Chap. 5 at 5.7-21.

Informative recent article from Jaffe, et al, from Univ. of Washington, quantifying emissions from diesel engines and coal dust from trains currently traveling through the Columbia River Gorge:

http://www.atmos.washington.edu/jaffegroup/modules/APOLLO/Jaffe_DPM_coal_dust_trains_ColumbiaRivGorge_2015.pdf

Exposure to toxins in airborne particulate matter from diesel engines and coal dust will predictably increase neurodevelopmental impairments in our children and other adverse health effects in adults and children, such as asthma, cancer, heart attacks and strokes. Over time, this is likely to have a major health impact and cost to our population. Unlike other potential disaster scenarios, additive air toxins from increased trains transporting coal would be a certainty, with well-studied human health effects. I am attaching a reference list of medical journal articles supporting my statements.

This will be at large cost to our society. It creates jobs for special education professionals and ultimately, for long-term care facilities. *Key American medical societies and the world health organization have issued positions on reducing air pollution for the health of the population, noted below.*

Please consider the health and safety of our children who represent the next generations, and *reject* this coal terminal with the "No Action" Alternative.

Marjorie Kircher, MS OTR
Occupational Therapist, Registered

SPECIFIC DISEASES ASSOCIATED WITH EXPOSURE TO HIGHER LEVELS OF PARTICULATE MATTER IN AIR POLLUTION

Cancer—Studies relating cancer risk and particulate matter:

- exposure to ozone and PM correlated with development of and mortality from lung cancer (Beeson, Dockery, Pope)
- increased biological markers associated with risk of lung cancer (Demetriou)
- increased oxidative DNA damage predictive of cancer risk (Avogbe)
- increased rates of breast cancer (Crouse, Wei)

Cardiovascular—Studies have linked increased particulate matter with increased cardiac disease:

- increased cardiovascular disease mortality and morbidity in both short term and long term exposures to PM 2.5 (Brook)
- increased hospital admissions for serious cardiac arrhythmias (Peters 2000)
- increased probability of admission for acute myocardial infarction (Mustafic, Peters 2001)
- increased ischemic heart disease, arrhythmias, congestive heart failure (Dominici) and bio markers (HRV) associated with increased cardiac morbidity and mortality (Pieters)
- increased hospital admissions and death from heart failure (Shaw)
- increased risk of congenital cardiac anomalies in children (Vrijheid)

Cerebrovascular – Studies have shown links between particulate matter and adult brain effects:

- increased hospital admissions for strokes(Dominici, Lue, Wellenius 2005)
- significant increase in stroke mortality associated with increase in PM (Chen, Qian)
- increased risk of stroke associated with increased exposure to small PM, black carbon, and nitrous dioxide (Wellenius 2012)
- increased risk of stroke and death from stroke for post menopausal women (Miller)
- structural brain damage and cognitive deficits in middle-aged and older adults (Wilker)

Neurodevelopmental—Studies associating in-utero exposure to particulate matter and:

- increased incidence of autism spectrum disorder (ASD)—(Becerra, Kalkbrenner, Raz, Roberts, Volk 2013, Volk 2011)
- increased incidence of behaviors associated with attention deficit hyperactivity disorder (ADHD) (Chiu, Newman, Perera 2014, Peterson)
  lowered IQ (Calderón-Garcidueñas, Perera 2009, Jedrychowski)
- increased behavioral symptoms of anxiety, depression, social problems, rule breaking, and aggression (Perera 2013)
- neurobehavioral development in children benefited from the shutdown of a coal-burning plant (Perera 2008, Tang)

Pulmonary—Studies have demonstrated the effects of particulate matter on the lungs:

- decreased lung function (WHO 3)
- inhibited lung development in children and adolescents and measurable airway inflammation (Gauderman)
- increased asthma rates and worsening of preexisting asthma and chronic obstructive pulmonary disease (COPD), resulting in increased hospitalization (Carlsten et al., Gowers, Delamater, 2012; HEI Panel, Pandya, Trasande)

General—

- increased mortality from cardiac, respiratory and kidney disease in all members of communities with coal exposure (15,16,17,18 Hendryx 2007, Hendryx 2010, Hendryx 2008, Hendryx 2009)
- long term exposure linked to decreased life expectancy from cardiopulmonary mortality (Krishnan, WHO 4)
- prenatal exposures linked to altered immune system development (Hertz-Picciotto)

KEY AMERICAN MEDICAL SOCIETIES AND THE WORLD HEALTH ORGANIZATION HAVE ISSUED POSITIONS ON REDUCING AIRBORNE PARTICULATE MATTER (LARGELY COMPOSED OF DIESEL EXHAUST):

The *American Heart Association's* 2010 Scientific statement updated and summarized its 2004 position: "It is the opinion of the (AHA) writing group that the overall evidence is consistent with a *causal* relationship between PM2.5 exposure and cardiovascular morbidity and mortality. This body of evidence has grown and has been strengthened substantially since publication of the first AHA scientific statement and, … because the evidence reviewed supports that there is no safe threshold, it appears that public health benefits would accrue from lowering PM2.5 concentrations even below present-day (EPA standards), if feasible, to optimally protect the most susceptible populations." (Brook, see references above)

The American College of Obstetricians and Gynecologists (ACOG) together with the American Society of Reproductive Medicine (ASRM) in October 2013 issued a statement, "The evidence that links exposure to toxic environmental agents and adverse reproductive and developmental health outcomes is sufficiently robust, … individuals alone can do little about exposure to toxic environmental agents, such as from air and water pollution, … calling for timely action to identify and reduce exposure." (ACOG, see references)

The *American Academy of Pediatrics* (AAP) issued a policy statement linking ambient air pollution to adverse health outcomes in children and recommended the National Ambient Air Quality Standards (NAAQS) be promptly reviewed and revised to protect children. (AAP, 2004, reaffirmed 2009, see references)

In October 2013, *WHO's International Agency for Research on Cancer (IARC),* classified both outdoor air pollution, as a whole, and particulate matter, on its own, as carcinogenic. Therefore, it is vital to implement efficient policies to reduce exposure to pollution worldwide. (World Health Organization (WHO 2) and American Cancer Society, see references above).

Relationship to Climate Change:
Transportation of coal not only causes releases of huge amounts of CO2, but also facilitates further emissions from the end-use of the coal, releasing greenhouse gases upon combustion:

The Lancet, a well-respected international medical journal, expressed the need for urgent attention to the health threats of climate change.

The *American Academy of Pediatrics* in Nov. 2015 came out with a strongly worded statement of concern linking global climate change and threats to children's health.

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(Includes neurodevelopmental and all other illnesses in children and adults)

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Boucher, Olivier, Muckle, et al, Domain-specific effects of prenatal exposure to **PCBs, mercury, and lead** on infant cognition: results from the environmental contaminants and child development study in Nunavik, Environmental Health Perspec 2014; 122(3); 310-316

McDermott, Suzanne, et al, Are different **soil metals** (**mercury, arsenic, lead)** near the homes of pregnant women associated with mild and severe intellectual disability in children?, Developmental medicine and child neurology 2014; 56:888-897

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Submission Number: ***MBTL-SEPA-DEIS-0000042***

Received: 5/2/2016 8:19:18 PM
Commenter: John Kirkland
Organization:
State: North Carolina

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My wife and I travel twice a year to Hood River. The reason we travel across the US is that there is no place in the US that compares with the natural beauty, forest trails, mountain trails, water falls, etc. To imagine that coal train cars would pass through this area is sickening to us. Furthermore using coal for any purpose will further increase the destruction of air quality which is now recognized as the biggest threat known to survival of future humans. Please do not allow this terrible idea to proceed. John and Rebecca Kirkland

Submission Number: ***MBTL-SEPA-DEIS-0001607***

Received: 5/31/2016 5:43:48 PM
Commenter: Charlotte Kiskis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0003196***

Received: 6/13/2016 6:27:55 PM
Commenter: Tom Klein
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay. Sincerely, Tom Klein tklein@norco-inc.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0001300***

Received: 5/26/2016 6:50:29 PM
Commenter: Eddie Kleinlein
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0003398***

Received: 6/14/2016 12:57:28 AM
Commenter: David Kling
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn’t like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible. Sincerely, David Kling d77king@yahoo.com 98901

Submission Number: ***MBTL-SEPA-DEIS-0002782***

Received: 6/13/2016 2:20:36 PM
Commenter: Brad Klippert
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. Wow, Protect the environment while allowing for economic development and the creation of many family wage jobs. Plus a $680 million investment by a private company into our state economy; not to mention the new investments BNSF has said they will make in our state rail infrastructure if this and other similar projects go forward. Think of the increased revenue our state could experience that could go toward serving the needs of our children's state education system, to serve the needs of the homeless, the elderly, veterans and our developmentally disabled. This sounds to me like an opportunity the State of Washington can not afford to miss. I vote yes! And strongly encourage the forward movement to completion of the Millennium Bulk Terminal in Longview, WA. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Knapp, Marchelle (0221)

Submission Number: ***MBTL-SEPA-DEIS-0000221***

Received: 5/10/2016 5:02:56 PM
Commenter: Marchelle Knapp
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0002385***

Received: 6/9/2016 6:03:33 PM
Commenter: Brian Knight
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0002339***

Received: 6/9/2016 5:29:23 PM
Commenter: Dennis knoll
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***MBTL-SEPA-DEIS-0000829***

Received: 5/24/2016 12:07:18 PM
Commenter: Tricia Knoll
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please do not allow coal to move through the Columbia River Gorge to this site. The Gorge in my mind is one of the scenic wonders of the world. We as a people need to do everything we can to ensure that it is not harmed. Coal is not the answer for the future of climate change. We must protect water and air. I am also very concerned about rail traffic problems as I do take trips on Amtrak. The agencies should revise the Draft EIS and remove inadequate, unsupported, and unenforceable mitigation statements from the Environmental Impact Statement (EIS). Millennium's proposed coal export terminal would cause unmitigable harm to the Columbia River Gorge National Scenic Area and communities throughout the Northwest, with the most intense impacts felt in Longview, Washington near the proposed terminal site. The project harms our health and safety, air and water quality, and natural resources.

Submission Number: ***MBTL-SEPA-DEIS-0000073***

Received: 5/4/2016 4:59:23 PM
Commenter: Steve Knutzen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Burning coal into the atmosphere anywhere pollutes our atmosphere everywhere. This directly affects the health of 7 billion of my closest friends. Digging and transporting coal also pollutes air, ground and water. Coal is a deadly poison. No way around that. Economically, coal is going the way of the buggy whip. Coal companies are going bankrupt. Putting in a coal transport facility is a money losing proposition. Coal companies in China are laying off thousands, coal companies in Australia are seeking government bailouts. Coal is, simply, a loser's choice.

Submission Number: ***TRANS-PASCO-M2-00030***

Received: 6/2/2016 12:00:00 AM
Commenter: Margo Kobiak
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Margo Kobiak (phonetic), and I live in Spokane.

It has already been over four years since Millennium's permit application for the project, and it's time we move forward. This lengthy review process has already doubled the length of time it actually took to build Seattle's CenturyLink Field.

Overall, the review found a complete absence of significant adverse impacts to the natural environment. At nearly 4,000 pages in length, the DEIS goes into excruciating detail about how the proposed terminal will meet Washington's high standards for the environment. According to The Daily News, it has been described as perhaps the most complex study of its kind ever taken in Longview or perhaps anywhere in Washington.

Here is some of the major findings that shows the lack of any significant adverse impacts to the natural environment.

Coal dust, Millennium's project would not generate coal dust that will affect water quality, marine organisms, or human health. Any coal dust will be well below the strict international air quality standards that protect children and those with asthma. Materials used on coal trains to control dust are nontoxic.

Train traffic, the capacity will be needed along the major railroads in Washington regardless of whether the Millennium Bulk Terminals get built. The CEO of BNSF, one of the major railroads that will supply the Millennium project, has publicly indicated that the railroad intends to make the necessary investment to increase capacity along and across the state.

Vehicle traffic, the Millennium project will not (inaudible) accident. A train from Millennium would only block crossings for a maximum of five minutes. Across the state Millennium-related train traffic will only produce the chance of emergency vehicle delay at most by one percent.

Washington State has let too much money pass by waiting for the MBT to be built, and the waiting has to stop now. Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00017***

Received: 5/26/2016 12:00:00 AM
Commenter: Margo Kobiak
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Margo Kobiak (phonetic), and I live in Spokane.

It has already been over four years since Millennium's permit application for the project, and it's time we move forward. This lengthy review process has already doubled the length of time it actually took to build Seattle's CenturyLink Field.

Overall, the review found a complete absence of significant adverse impacts to the natural environment. At nearly 4,000 pages in length, the DEIS goes into excruciating detail about how the proposed terminal will meet Washington's high standards for the environment. According to The Daily News, it has been described as perhaps the most complex study of its kind ever taken in Longview or perhaps anywhere in Washington.

Here is some of the major findings that shows the lack of any significant adverse impacts to the natural environment.

Coal dust, Millennium's project would not generate coal dust that will affect water quality, marine organisms, or human health. Any coal dust will be well below the strict international air quality standards that protect children and those with asthma. Materials used on coal trains to control dust are nontoxic.

Train traffic, the capacity will be needed along the major railroads in Washington regardless of whether the Millennium Bulk Terminals get built. The CEO of BNSF, one of the major railroads that will supply the Millennium project, has publicly indicated that the railroad intends to make the necessary investment to increase capacity along and across the state.

Vehicle traffic, the Millennium project will not (inaudible) accident. A train from Millennium would only block crossings for a maximum of five minutes. Across the state Millennium-related train traffic will only produce the chance of emergency vehicle delay at most by one percent.

Washington State has let too much money pass by waiting for the MBT to be built, and the waiting has to stop now. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000653***

Received: 5/20/2016 8:27:45 PM
Commenter: Dianne Kocer
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This is the last gasp of a 19th century technology trying to wring out the last profits of a dying energy source for corporate benefit. The benefits to Washington are non-existent when weighed against the damage to the health of all the people affected along the entire route of the rail transport, the potential damage to the ecosystem of the Columbia Gorge and its salmon and steelhead runs, the potential befouling of the water of the Columbia and the ground water of Longview. Clean air and water are priceless commodities. Ask the people of Flint, Michigan. Ask the victims of black lung caused by exposure to coal dust. The EIS admits that some of these concerns cannot be reliably mitigated. To provide a few jobs to the residents of Longview you would imperil the air and water breathed by thousands of people all along the route, particularly those neighbors of yours in Vancouver. You would risk spills into the Columbia. You have not done your due diligence in seeking clean jobs for Longview. You have merely acquiesced to the desire of coal companies facing bankruptcy granting them the right to damage your community and communities all along the long route from the Powder River for unreliable promises. Corporations, particularly the fossil fuel industry have track records of raping the land and leaving a mess behind. They will do the same to Longview. The biggest threat to the United States, according to the Pentagon, is climate change. We are already seeing climate refugees desperately moving to escape drought and polluted air and water. We are told that is the tip of the iceberg. We have to leave dirty coal behind and embrace the renewable energy world that can be. We need to do it now, by saying "no" to fossil fuel movement through this state to Asia or anywhere else. I ask the Department of Ecology and the Army Corps of Engineers to do their jobs in first doing no harm to the environment and the people who will be affected. The Port of Longview needs to do its job and encourage non-polluting industries to be the job creators in Longview.

Submission Number: ***MBTL-SEPA-DEIS-0000809***

Received: 5/23/2016 7:45:28 PM
Commenter: Dianne Kocer
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals at Longview coal export terminal proposal would be the largest coal export terminal in North America at 44 million metric tons per year. It would receive 365,000 rail cars a year and load 840 marine vessels of the Panamax and Handymax class for Asian ports. This at a time when China is sharply curtailing their use of polluting coal. The draft Environmental Impact Statement, on pages 2-16, states that the Panamax vessels have a draft of 42 to 49 feet and that the main shipping channel on the Columbia River is 43 feet deep at low tide, meaning the Panamax vessels would drag bottom. Who is going to pay for dredging? Millenium? Who is going to pay for cleanup when just one of those 840 vessels/year founders in the bar or runs aground? Who is going to guarantee that the Columbia River and its salmon and steelhead runs will not be damaged? Are the supporters of this project willing to make this guarantee to the public, ie No damage to the pristine environment of Washington State, no further damage to the stability of the planet's climate, no fouled air (look at pictures of Beijing)? A few jobs and a modicum of tax dollars cannot begin to compensate for those very real dangers. I urge the decision makers to, without hesitation, deny this permit. The people of Spokane, the Gorge, Vancouver and ultimately Longview will thank you. It is your responsibility to protect the environment for us and future generations.

Submission Number: ***MBTL-SEPA-DEIS-0002847***

Received: 6/13/2016 2:46:46 PM
Commenter: Michael Kocian
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Koelle, Charles (0938)

Submission Number: ***MBTL-SEPA-DEIS-0000938***

Received: 5/24/2016 5:19:32 PM
Commenter: Charles Koelle
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0002837***

Received: 6/13/2016 2:42:25 PM
Commenter: Josh Koempel
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. Let us work! The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Koerner, Keith (0393)

Submission Number: ***MBTL-SEPA-DEIS-0000393***

Received: 5/17/2016 6:11:34 PM
Commenter: Keith Koerner
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0002021***

Received: 6/6/2016 3:05:08 PM
Commenter: Annette Koistinen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0001301***

Received: 5/26/2016 6:51:01 PM
Commenter: Jaren Koistinen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0003183***

Received: 6/13/2016 6:21:37 PM
Commenter: Loren Koistinen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Build it. Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. This is an old industrial property being redeveloped. Let's build it. Sincerely, Loren Koistinen lorenk@tapaniplumbing.com 98674

Submission Number: ***MBTL-SEPA-DEIS-0000596***

Received: 5/19/2016 6:50:57 PM
Commenter: Daniel and Selma Kolke
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0000518***

Received: 5/19/2016 5:20:44 PM
Commenter: James Komadina
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn’t have to be a choice of one over the other. Media coverage would have us believe that transporting coal by rail through our state is unprecedentedâ€"it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0000998***

Received: 5/24/2016 5:57:33 PM
Commenter: John Kopaunik
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Korenko, Mike (3783)

MILLENNIUM Bulk Terminals-Longview
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [ ] Air Quality
- [ ] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [ ] Coal Dust
- [ ] Greenhouse Gas
- [ ] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I live in Pasco. There is a track along Rt 240. They blow their whistle at Richland Y for safety reasons. 16 more trains a day would be a major ~~[illegible]~~ noise problem. Your EIS does not appear to cover the impact on our community. If you manage to go forward you must improve our infrastructure to reduce noise

MIKE KORENKO
11316 W. COURT ST
PASCO W
509 551 9281

(additional space is provided on the back)

...nt continued)

Submission Number: ***MBTL-SEPA-DEIS-0001582***

Received: 5/31/2016 5:24:53 PM
Commenter: Dawna Koski
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001820***

Received: 6/2/2016 5:34:07 PM
Commenter: Arlan Kosters
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0002387***

Received: 6/9/2016 6:04:48 PM
Commenter: Randy Kotka
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. This will also add to a declining work force in the marine industry in the area that is much needed with much higher that the average wage. I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0001355***

Received: 5/26/2016 7:15:07 PM
Commenter: Mat Kowski
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for manyâ€"let's makes it happen. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project’s permit should move forward without further delay

Submission Number: ***MBTL-SEPA-DEIS-0002057***

Received: 6/7/2016 4:24:02 PM
Commenter: Alan Kramer
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium's application.

Submission Number: ***MBTL-SEPA-DEIS-0002601***

Received: 6/13/2016 11:09:53 AM
Commenter: Nicholas Krantz
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002970***

Received: 6/13/2016 3:41:48 PM
Commenter: Samuel Krautscheid
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001195***

Received: 5/26/2016 2:04:19 AM
Commenter: Kerry Krebill
Organization: Musikanten Montana
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please deny permission to continue with plans to build this bulk terminal in Cowlitz County, Washington, to ship coal coming from Montana to be burned in Asia. The coal dust pollution of the air across the states crossed, the threatened water quality of the rivers along the tracks, and the warming effect of all this coal burning is enough reason to leave the coal in the ground, not to mention the effect of all the mining on the beautiful natural land of these states. The era of coal is over. Don't build a terminal for the 19th century.

Submission Number: ***MBTL-SEPA-DEIS-0002498***

Received: 6/10/2016 3:28:24 PM
Commenter: Emily Krieger
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Section 5.8: Greenhouse gas emissions and climate change The DEIS found that the greenhouse gas emissions resulting from the construction and operation of this terminal would have significant and unavoidable environmental impacts. This isn't exactly that surprising considering the project could lead to an increase of GHG emissions as high as 27 million tons/year from the combustion of coal according to the upper bound scenario. To put these in perspective, that's about 30% of Washington States 92 million tones/year emissions. As we all know, regardless of where this coal is burned, this increase in GHG emissions will affect us all by exacerbating the effects of climate change. This can no longer be justified as a necessity for our communities. The DEIS includes a simple economic analysis ultimately claiming that an increase in coal supplied to international markets will result in increased international demand for U.S. coal and a reduction in domestic coal demand. This stuck out to me because I was an economics major in college and it very much reminded me of the kind of simple analysis one would put together BEFORE taking into account any outside factors. This fails to take into account the simple facts of our current coal climate and results in understated GHG estimates in the DEIS. Coal stocks are plummeting, the two biggest coal companies (Arch Coal and Peabody Energy) have already declared bankruptcy, our world is actively making moves to set reduction goals, and the need to reduce our global GHG emissions is simply too urgent of a threat to our communities. Not pausing to consider these factors is unacceptable when considering a project of this magnitude. We must shift our focus to other industries that will create jobs for not only the next few years, but for the next generation. This project is not a viable option for our climate, communities, or our future economy so I am asking you to support the "no action alternative" outlined in this DEIS. Sincerely, Emily Krieger King County, Seattle, WA

Submission Number: ***MBTL-SEPA-DEIS-0003148***

Received: 6/13/2016 6:05:00 PM
Commenter: Kirt Kring
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001521***

Received: 5/31/2016 4:44:35 PM
Commenter: Kris
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0000265***

Received: 5/10/2016 6:23:52 PM
Commenter: Krista
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***TRANS-LV-M2-00108***

Received: 5/24/2016 12:00:00 AM
Commenter: Rose Kristofferson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi, I'm Dr. Rose Kristofferson (phonetic). And like every single person in this entire room, red shirts, blue shirts, green shirts, grey shirts, I live on planet earth. I'm a retired VA physician. I love veterans.

I want to thank all of you for listening to all of us no matter what color our shirts are and for the decision you have to make and the responsibilities you have to take. You have already heard from doctors, nurses, respiratory -- I don't know if you heard from a respiratory therapist tonight. But nurses, teachers.

You heard a lot of facts. And I appreciate you surviving all of this. I sat in the front row and I've been reading your faces and body languages and you're holding up pretty darn well, considering.

So I'm not going to talk as a doctor. I'm going to talk as a person with a green light flashing, a person who lives on earth. The earth is 70 percent covered with water. The oceans are rising. Somebody mentioned the South Seas in the Pacific and people are actually going to have to leave because their islands are going underwater.

There's going to be displacement of people all over the earth from climate change. Coal is only a part of climate change, but it's bad. And so, everybody has to do their part where they are. Here where we are, we need to stop the coal terminal.

Thank you very much.

Submission Number: ***MBTL-SEPA-DEIS-0002193***

Received: 6/7/2016 7:11:39 PM
Commenter: Frank Kroger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

To: Washington Department of Ecology and Cowlitz County EIS team

From: Matt Krogh (Stand), Margie van Cleve (Sierra Club WA), Regna Merritt (Oregon Physicians for Social Responsibility)

Contact: Matt Krogh (mattkrogh@stand.earth, +1 (360) 820-2938)

Environmental Justice Comments on the Millennium Bulk Terminal Draft Environmental Impact Statement

Thank you for this opportunity to comment on the Draft SEPA EIS for Millennium Bulk Terminal (MBT) proposed for Longview, Washington. The human impacts of this project, in combination with existing industrial pollution already disproportionately encountered by minority and low-income communities, must be studied in greater depth in the final EIS than the draft EIS currently offers.

Please accept the comments below as suggestions of how better to address Environmental Justice concerns under both NEPA and SEPA requirements.

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Definition of Environmental Justice

The Environmental Protection Agency (EPA) defines environmental justice (EJ) as the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income in the development, implementation, and enforcement of environmental laws, regulations, and policies. As the largest remaining coal export terminal proposed in North America, it is essential that the Environmental Impact Statement (EIS) for the proposed Millennium Bulk Terminal (MBT hereafter) coal export facility includes a thorough analysis of potentially impacted environmental justice communities, and actively solicits participation in the permitting process from those communities.

The analytical lenses of race and poverty expose new dimensions to environmental and economic issues. The transportation of coal and oil by rail presents a particularly serious threat to Washington's low-income communities of color living along rail lines because they are more likely to be linguistically isolated, have fewer economic resources, and be impacted by structural racism and other discrimination. Existing socioeconomic disparities such as these exacerbate the effects of any negative impacts to their local environment, including increased traffic of coal on railroads dividing or near EJ communities. The impacts of the MBT proposal must be thoroughly evaluated in the context of other health impacts on vulnerable communities.

With federal permits under consideration, the National Environmental Policy Act (NEPA) requires a consideration of environmental justice. In addition, under Washington's State Environmental Policy Act (SEPA), an election to conduct a Health Impact Assessment as part of the EIS would compel the EIS to include analysis of division or disruption to communities, impacts on disadvantaged populations, and environmental justice. The scoping decisions for the Gateway Pacific Terminal EIS, an even larger but now defunct coal export proposal, provide an example of a SEPA decision to evaluate environmental justice as part of a rail project permitting analysis.[1]

It is unclear if the draft EIS adequately addresses EJ requirements of both NEPA and SEPA. The EJ components of the final EIS should take into consideration both the as-yet-incomplete Health Impacts Assessment planned for the MBT analysis, and extend all EJ analyses for communities along the rail line, at the project site, in likely shipping lanes, and those impacted by the climate impacts of the project.

Public Involvement Plan

While 40 commenters requested that the draft EIS address environmental justice impacts of MBT[2] in areas along the full rail line and impacted by vessel traffic from the project, the Public Involvement Plan (PIP) failed to include environmental justice communities with immitigable impacts **away** from the project site. As stated in the scoping report summary:

> Also contained in the PIP is a discussion of the targeted environmental justice outreach provided to neighborhoods nearest to the MBTL facility in Cowlitz County and the City of Longview with nonEnglish speaking and low-income populations.[3]

[1] "FAQ on Scope of EIS Studies for Gateway Pacific Terminal/Custer Spur (GPT)," Washington State Department of Ecology. Updated 2/13/2014. Available at http://www.ecy.wa.gov/geographic/gatewaypacific/gpt-faq.pdf.
[2] http://www.millenniumbulkeiswa.gov/assets/mbtl_sepa_deis_appendix-j_scopingsummaryreport.pdf at p.64
[3] http://www.millenniumbulkeiswa.gov/assets/mbtl_sepa_deis_appendix-j_scopingsummaryreport.pdf at p.2-2

Likewise, Chapter 3 Section 2 of the DEIS identifies the following study area related to Minority and Low-Income Populations:

> Minority and Low-Income Populations. For direct impacts, the study area is the project area and the area within approximately 1 mile of the project area (Figure 3.2-2). This study area only relates to construction and operation of the Proposed Action. For indirect impacts, the study area is the area within 0.5 mile of the affected rail lines in Cowlitz County.[4]

This same study area informed the primary EJ analysis provided in the DEIS, the SEPA SOCIAL AND COMMUNITY RESOURCES TECHNICAL REPORT[5] ("Technical Report"). By contrast, the study area was defined much more broadly for the portion of the DEIS that examines economic impacts of the additional rail traffic. For economic purposes, they assessed indirect rail impacts thusly:

> The study area for indirect impacts on rail transportation includes the rail routes expected to be used by Proposed Action-related trains between the project area and the Powder River Basin and Uinta Basin. 6

In combination, the failure to appropriately scope EJ-related issues, failure to involve the public outside of the project site, and the startlingly narrow definition of the project plan mean that the project's primary EJ analysis, the Technical Report, is inadequate and must be improved in the final EIS. **It is inappropriate for the DEIS to acknowledge much broader levels of rail impacts on economic considerations, while ignoring EJ impacts in precisely those same places.**

Incorporating input from language isolated communities

English is often not the first language in EJ communities. In assessing impacts on communities along the rail route and shipping lanes, Ecology should take into account the high concentrations of non-native speakers of English in many communities, with special attention to indigenous peoples, Spanish speakers, Russian and Ukrainian speakers, and members of Asian Pacific Islander communities.

The Environmental Protection Agency provides guidance for engaging with these communities in their home languages, per the Title VI prohibition against national origin discrimination. This guidance suggests that the responsible agency provide "written translations of vital documents for each eligible LEP language group that constitutes five percent or includes 1,000 members, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered. Translation of other documents, if needed, can be provided orally; or (b) If there are fewer than 50 persons in a language group that reaches the five percent trigger in (a), the recipient does not translate vital written materials but provides written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost."

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[4] http://www.millenniumbulkeiswa.gov/assets/mbtl_sepa_deis_ch03-2_socialcomm.pdf at 3.2.2
[5] http://www.millenniumbulkeiswa.gov/assets/mbtl_technicalreport_socialcommunity.pdf
[6] http://www.millenniumbulkeiswa.gov/assets/mbtl_sepa_deis_ch05-1_railtransportation.pdf

Ecology should review these language population thresholds within each community along the affected rail line and shipping lanes, and within any impacted areas proximate to the proposed terminal, and conduct requisite in-language outreach in each of the communities that qualify. [7]

DEIS scope insufficient to capture all impacted communities

If built, this project would have impacts on communities from the point of extraction to the offloading site itself. If the project is built, coal trains will travel in higher numbers through communities which otherwise would not experience the impacts of the trains destined for MBT or the empty containers returning from the terminal. Refusal to allow the project (the no project alternative) would protect vulnerable communities along the rail route from all of the impacts of this project.

The Proposed Action description contained within the SEPA SOCIAL AND COMMUNITY RESOURCES TECHNICAL REPORT at 1-4[8] is wholly inadequate to capture known, clear impacts on uprail communities that would otherwise not be experienced without the construction and operation of MBT:

> Under the Proposed Action, BNSF or Union Pacific Railroad (UP) trains would transport coal in rail cars from the BNSF main line at Longview Junction, Washington, to the project area via the BNSF Spur and Reynolds Lead. Coal would be unloaded from rail cars, stockpiled and blended, and loaded by conveyor onto ocean-going ships at two new docks (Docks 2 and 3) on the Columbia River for export.

The "Proposed Action" as written appears to plan for the magical appearance of unit trains of coal at the BNSF main line at Longview Junction, Washington. Failing to account for impacts on EJ communities both uprail and downstream (in the shipping routes) of the project will dramatically underestimate the known impacts of the project.

The brief list of census tract block groupss analyzed within the Technical Report affirms the limited geographic scope of the analysis:

> The direct impacts study area for social/community cohesion and public services is represented by Census Tract 3 Block Group 1, Census Tract 7.03 Block Group 1, and Census Tract 19 Block Group 1. For minority and low-income populations, the census block groups that represent the direct impacts (1-mile) study area around the project areas and the indirect impacts (0.5-mile) study area around the affected rail line are shown in Figure 6.

The FEIS should perform actual analysis of each EJ community by municipality and aggregate impacts thereupon should the MBT project be built. A limited subset of candidate communities are described in the attached maps showing probable rail routes and the communities they intersect. These sample

[7] "Environmental Protection Agency Guidance to Environmental Protection Agency Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons." 6/25/2004. Available at https://www.gpo.gov/fdsys/pkg/FR-2004-06-25/pdf/04-14464.pdf.

[8] http://www.millenniumbulkeiswa.gov/assets/mbtl_technicalreport_socialcommunity.pdf

towns—Spokane, Yakima, Prosser, and Wenatchee—include towns likely to see full coal trains en route to MBT, and empty trains returning over Stampede Pass. The final EIS's EJ analysis should include all candidate towns on all possible routes from the point of extraction to Longview.

Essential factors of necessary additional EJ analysis include but are not limited to: existing ambient air quality; proximity to other environmental and public health hazards; and a thorough analysis of how the MBT project would impact each indicator. As a key example, the DEIS fails to examine places like Spokane County, where the Riverside neighborhood—quite close to proposed coal train traffic increases, and the attendant risk of PM 2.5 and coal dust—has an 18 year lower life expectancy, compared to the Southgate neighborhood, which is well outside the zone of immediate air quality impacts.[9] FEIS should provide a dedicated EJ analysis that begins with screening for EJ concerns, then compares those communities to known impacts determined by other analyses within the EIS.

In section 2.2.1 Social/Community Cohesion and Public Services, various industrial users of the project site that may have detrimental impacts on EJ communities are identified. The geographic scope of the EJ analysis in the FEIS should be increased to name all similar industrial projects along the full transportation routes in a similar fashion, with cumulative impacts included in the baseline analysis.

To understand aggregate and potentially disparate impacts on EJ communities, the FEIS should contain a discrete, separate analysis that looks at all MBT's impacts in combination. These cumulative impacts should be examined in the context of extant risk and health issues already imposed on EJ communities, with an eye toward understanding where MBT's operational impacts may push areas to exceed thresholds for criteria pollution, noise pollution, and otherwise negatively impact quality of life.

Rail Traffic Impacts on Property Values

The Social and Community Resources Analysis optimistically fails to include the impacts that could clearly drive down property values, in particular in neighborhoods near the tracks. As indicated on page 3-2:

> **Operations: Indirect Impacts**
>
> Operation of the Proposed Action would not result in indirect impacts on social and community cohesion as a result of changes to property values or by generating substantial new development. As noted above, the Proposed Action is located on an existing industrial site within a larger industrial area. Furthermore, the Proposed Action would use an existing freight rail line. Therefore, operation of the Proposed Action would not constitute a new land use with the potential to change property values substantially or induce new development in the surrounding area.

This conclusion is flawed based on the geographic limitations of the study. Dozens of communities from the Powder River Basin to Longview, Washington are bifurcated by the BNSF main line that would see a

[9] "Odds Against Tomorrow: Health Inequities in Spokane County." Spokane Regional Health District. http://www.srhd.org/documents/PublicHealthData/HealthInequities-2012.pdf, May 2012. Accessed January 2016.

massive increase in rail traffic. Each of these communities, many of which see higher concentrations of EJ populations near the tracks, should be assessed based on property value impacts due massive increases in industrial rail use.

Further, increased gate downtime in these bifurcated communities could have disproportionate effects on environmental justice populations. One way these disproportionate effects could play out: wealthier communities with greater tax bases will have the capacity to pay for grade separations, while EJ communities with a smaller tax base will have less capacity. The disparate impacts suffered by EJ communities will include all those associated with increased rail traffic, including delayed vehicular traffic and emergency response, and increased idling.

Dirty and dangerous fossil fuel projects such as the MBT project also become a deterrent for other businesses that would not wish to locate next to a volatile operation such as this. It can become a major obstacle to attracting other more sustainable, safer, employment opportunities for the area, impacting and possibly limiting the economic opportunity for EJ communities.

Case study in Vancouver, WA provides an example of local, disparate EJ impacts

As a case study, OneAmerica, the state's largest immigrant advocacy organization, has begun interviewing members of the Latino community in Vancouver, Washington about the threats of the proposed Tesoro-Savage Vancouver Energy Terminal to their health and livelihoods. The majority of their concerns focus on the potential impacts of increased rail traffic to their health, as many of them live in close proximity to the railroad. Because we can anticipate increased rail traffic with the construction of the MBT project, these community concerns are relevant here as well.

Erika is a resident of Fruit Valley, a neighborhood that encompasses the Port of Vancouver and would therefore be home to the proposed terminal. Residents of this neighborhood are twice as likely to be foreign-born and more than three times as likely to have limited English proficiency as residents of Vancouver as a whole. Nearly half of Fruit Valley's population lives below the poverty level, compared to 18.7% of Vancouver residents in general, suggesting that these communities face economic and cultural barriers to health care and other resources that would be necessary to protect themselves from chronic negative impacts to air quality.[10]

In a conversation about her concerns with OneAmerica Organizer Glicerio Zurita-Pinacho, Erika points out that in her neighborhood, noise pollution from existing rail traffic is already a major problem and is worried about how increased traffic would worsen the stress associated with frequent noise. She conveys her fears that increased rail traffic will especially threaten people with existing health conditions, saying, "I have a kid with lung problems, [and] it will bring more pollution and health concerns." Nationally, hospitalization for asthma is nearly twice as common among Hispanic children as

[10] "Fruit Valley Neighborhood in Vancouver, WA." City-Data. http://www.city-data.com/neighborhood/Fruit-Valley-Vancouver-WA.html. Accessed 10/01/2015.

white children.[11] Hospitalization for asthma is often caused by elevated levels of particulate matter, including the diesel PM2.5 emitted by locomotive engines.[12]

Javier, another resident of Fruit Valley, shares Erika's concerns about the impacts to air and water quality, and fears a disaster; "we can't count on evacuation routes." Javier is also worried that, "the companies [won't] give evacuation training to the general population in case of disasters," placing the burden on ill-equipped local governments. Indeed, the limitations of existing infrastructure, capacity, equipment, and expertise throughout the rail corridor were noted in the DEIS (p. ES-51) but not adequately analyzed in the context of the other issues affecting EJ communities, including the Fruit Valley neighborhood.

Erika and Javier's stories speaks to the need for a robust and thorough investigation of potential adverse impacts to public health vis-à-vis the vastly increased transportation of coal by rail through Washington State. The unique profile of the Fruit Valley community in particular exposes the dangers of an assessment that uses the blunt instrument of averaging health impacts over time or across broad geographic regions, as averages can obscure the disproportionate – and potentially discriminatory – impacts to specific communities. And these impacts are not unique to Fruit Valley--they may, in fact, be replicated in each of the communities in the attached maps.

Disproportionate health impacts on EJ communities

Even without the threat of derailments and disruption to emergency services, coal trains create hazardous air pollution from diesel exhaust and coal dust. This air pollution is especially hazardous in environmental justice communities that already suffer a significantly higher burden of airborne toxics and accompanying respiratory disease.

In 2012, The Whatcom Docs, a group of more than 180 physicians from Whatcom County, WA, outlined their conclusions on the potential health impacts from increased train traffic based on research published in major medical journals. Their findings on the chronic health threat from coal trains are directly relevant to anyone living along oil train routes and vice versa, and in particular environmental justice communities where air emissions from industrial facilities, road traffic, and other sources are higher than average.

Research compiled by the Whatcom Docs and Physicians for Social Responsibility establishes:

Diesel particulate matter from passing and idling trains, and increased road traffic due to delays at road crossings, is associated with:

- Impaired pulmonary development in adolescents;
- Increased cardiopulmonary mortality and all-cause mortality;
- Measurable pulmonary inflammation;

[11] "Children's Environmental Health Disparities: Hispanic and Latino American Children and Asthma." Environmental Protection Agency. http://www2.epa.gov/sites/production/files/2014-05/documents/hd_hispanic_asthma.pdf. Accessed 10/01/2015.
[12] Adar, S. D., Filigrana, P. A., Clements, N., & Peel, J. L. (2014). Ambient Coarse Particulate Matter and Human Health: A Systematic Review and Meta-Analysis. Current Environmental Health Reports, 1(3), 258–274. http://doi.org/10.1007/s40572-014-0022-z

- Increased severity and frequency of asthma attacks, ER visits, and hospital admissions in children;
- Increased rates of myocardial infarction (heart attack) in adults; and
- Increased risk of cancer.

Noise pollution exposure from train traffic causes:

- Cardiovascular disease, including increased blood pressure, arrhythmia, stroke, and ischemic heart disease;
- Cognitive impairment in children;
- Sleep disturbance and resultant fatigue, hypertension, arrhythmia, and increased rate of accidents and injuries; and
- Exacerbation of mental health disorders such as depression, stress and anxiety, and psychosis.

Frequent long trains at rail crossings will mean:

- Delayed emergency medical service response times; and
- Increased accidents, traumatic injury and death.

The cumulative impacts of increased rail traffic for coal and oil transport must also be considered. Many of the same communities along the rail route for MBT are facing current oil and coal train traffic, and proposals for enormous oil export terminals like the Tesoro Savage facility in Vancouver, WA. Each train being over a mile long, this would not only increase the traffic and noise, but also the diesel particulate matter and fugitive dust blowing off uncovered coal cars. This accumulation of dust on train tracks can also contribute to derailments, posing a dangerous combination of coal trains and highly combustible oil trains on the same routes.

Addressing acute impacts vs. averaging is essential for environmental justice analysis

Acute and averaged impacts are different, in particular when dealing with sleep disruption issues and child development. With EJ communities typically closer to the source of the sound—train whistles, braking and rolling noise—disparate impacts are guaranteed without MBT's commitment to pay all costs associated with installing quiet zones for every community along the rail route. In Section 3.1.1.1, the EJ report correctly identifies sound impacts from trains on park users, but fails to address the issue of accumulated health impacts, both at the project site and uprail.

When investigating potential impacts of increased oil train traffic in environmental justice communities, or wherever sensitive populations are found who may be impacted by the project, it is important to focus on both acute and average impacts. Averaging of impacts over time and space reduces the apparent effects of the detrimental effects on specific populations. For example, acute PM 2.5 exposure over a 1 to 4 hour period has been shown to contribute to cardiac ischemia during later exercise.[13] Averaging the amount of PM 2.5 emitted by diesel engines over the course of a year or even a day means that the effects of the spikes experienced by nearby residents during a single train passage are

[13] "Particulate Matter Air Pollution and Cardiovascular Disease: An Update to the Scientific Statement from the American Heart Association," American Heart Association. May 10 2010, accessed at https://drive.google.com/file/d/0B8YDhXs8GFwJRnEwQ1hKRXBVSWxZeDZfRnFTMFRRWVJuelU4/view?usp=sharing

diminished in importance. Analysis of diesel particulates must include the impacts of engine emissions shortly after the passage of a train on residents and school children in close proximity to railways. Sensitive populations living, working, and studying in proximity to the rail lines, e.g. asthma sufferers and the elderly, should be evaluated for direct impacts.

Likewise, health impacts from noise are known to include cognitive development in children, cardiovascular disease, sleep disturbance, and mental health issues.[14] In Washington, children under five years of age often comprise a high percentage of communities near railroad tracks. The maximum decibel rating of each horn blast, the frequency thereof, and the duration thereof cannot be averaged, but should be examined in terms of cumulative impacts of high-impact events on sensitive populations.

Critical impacts from the proposal that should be better addressed in the FEIS with respect to impacts on EJ communities include:

- Noise disturbance: The DEISs fail to quantify probable noise impacts from increased train traffic, and fail to examine the impacts on children's cognitive development, and overall sleep patterns, in communities already impacted by noise
- Particulate matter emissions from train engines: PM2.5 concentrations within a half mile of the tracks should be examined for existing baseline levels, and EJ communities compared with non EJ communities.
- Cumulative impacts of proposed oil and coal transport: The potential for a dramatic increase in fossil fuel transport by rail if all the proposed oil and coal facilities are built must be examined, as each type of train presents unique and cumulative harm. A recent study from the University of Washington monitoring coal trains has shown that the air pollution from coal trains is more egregious than previously understood. The abstract can be found here: http://www.sciencedirect.com/science/article/pii/S1309104215000057

The full article and supplemental video files can be found at: http://www.atmos.washington.edu/jaffegroup/modules/APOLLO/

Key findings from the report include that:

1. Coal trains emit nearly double the amount of air pollution compared to freight trains. The pollution is in the form of respirable (able to be breathed in) particles less than 2.5 microns in size, called PM2.5. (PM2.5 emissions are correlated with tonnage of cargo, meaning that oil trains—which are as heavy or heavier than coal trains—will have the same impact.)
2. Every coal train polluted the atmosphere with coal dust.
3. One out of twenty coal trains emit visible plumes of coal dust, but this number increases with combined wind speed. One out of ten trains emits large visible plumes of coal pollution at combined wind speeds greater than 90 km/h

[14] Whatcom Docs appendix to the Gateway Pacific Terminal EIS scoping process, accessed at http://www.coaltrainfacts.org/docs/appendix-D.pdf.

For communities facing a combined increase of oil and coal trains, the cardiovascular and respiratory health impacts could be significant.

The cumulative impacts of emergency response should also be addressed. It is insufficient to analyze the impact of rail traffic on levels of emergency services provided to environmental justice communities without acknowledging the much lower baseline in EJ communities; environmental justice communities already typically suffer from impaired emergency response. In addition to level of service impacts, the FEIS should analyze the total impact on an annual basis of degraded emergency response on human health. Acute conditions such as stroke and heart attack, and asthma attacks in children – which are higher among certain EJ populations than the population as a whole – demand rapid emergency response. To the extent that the proposals will degrade emergency response, each affected community should be made aware of those impacts through translated, accessible, culturally appropriate communication.

The Emergency Response section of the EJ analysis must be extended to include every community hosting the BNSF mainline.

Incorporating Tribal Input

Along the length of the rail routes from the Powder River Basin to this proposal, dozens of indigenous tribes' hunting and fishing rights could be impacted obstruction of access to rivers and hunting grounds. With millennia of traditional access to fish and wildlife for subsistence harvest, any further degradation of fishing and hunting rights by new industrial projects must be taken into account.

The economic interests of sovereign tribal entities can be directly impacted by increased train traffic, and by obstructing traditional access to the Columbia River.

Similarly to the train traffic, the combined and cumulative harm that could come to fisheries from both oil and coal transport along Northwest waterways such as the Columbia River should be considered. BNSF has stated that coal accumulation on train tracks can contribute to derailments, posing even greater harm to important fisheries such as the Columbia River.

Thresholds of pollution and its impacts

The FEIS should consider whether or not specific geographic areas are in nonattainment for criteria pollutants, or would become so with the addition of the MBT proposal. In particular, this analysis should investigate the impacts of increased rail traffic on PM 2.5 on proximate communities, with special attention given to environmental justice communities, or areas where rates of poverty and linguistic isolation are high and where a higher portion of the population are people of color.

The Washington State Department of Health designates trains as a "major source" of diesel PM 2.5, regardless of its cargo.[15] High levels of diesel PM 2.5 can increase risk of cancer, cardiovascular disease, reproductive and developmental disorders, and pulmonary diseases, among other health impacts for surrounding communities.[16]

The impacts to threshold levels for PM 2.5 and other particulates associated with the transportation of oil by rail in these communities should be investigated in the FEIS. If the increase in rail traffic is shown to increase PM 2.5 enough to exceed existing thresholds, the affected communities must be notified and consulted. For communities along rail routes that could also include coal transport, the combined effects of coal and oil trains should be considered in calculation of this number and notification of these communities. EJ analysis should compare EJ communities to national standard to determine disparate impacts

New methodologies released by the US EPA in June 2015 point to the most recent implementation of appropriate screening tools for potential disparate impacts. Access to the EPA's EJSCREEN tool is available here: www.ejscreen.epa.gov/mapper. While the EJSCREEN tool is not mandated as a stand-alone tool, as seen below it clearly delineates areas within close proximity to coal trains where the potential for at-risk populations needs to be examined in much greater detail than offered in the DEIS.

Rather than depending on more relative measures based on local-area or project-area definitions, the EJSCREEN tool allows communities to be understood in comparison to broader conditions throughout the United States. The 80% threshold for combined EJ criteria—where race, low income, and language isolation are in the top quintile—are areas of particular concern using EJSCREEN, as noted below.

Maps used to assess disparate risks of MBT's coal trains to some potential environmental justice communities using EPA's EJSCREEN

The U.S. EPA (EPA) uses an Environmental Justice screening tool (EJSCREEN) that combines demographic variables identifying potential susceptible or vulnerable populations with separate environmental indicators to derive separate EJ Indices that reflect whether those populations are facing excess environmental risk for an environmental indicator. **The results for coal train routes through Washington en route to MBT clearly show the likelihood of multiple municipalities where disparate risk should be further evaluated as part of the final EIS.**

For this mapping project, a one mile buffer was used on each side of the tracks. Within this buffer, higher levels of noise impacts, particulate emissions, and emergency response interference can be expected. Noise impacts and traffic both have the potential for causing impacts well beyond the one mile threshold.

[15] "Outdoor (Ambient) Air Quality," Health of Washington State. Washington State Department of Health. 1/24/2014. Available at http://www.doh.wa.gov/Portals/1/Documents/5500/EH-AQ2014.pdf

[16] "Position Statement on Crude Oil Transport and Storage To Governors of Washington & Oregon From Concerned Washington & Oregon Health Care Professionals," Physicians for Social Responsibility. February 2015. Available at http://www.psr.org/chapters/oregon/assets/pdfs/or-and-wa-psr-position.pdf.

Maps: The attached maps are of, respectively, the EJ Index for proximity to Risk Management Plan Facilities (RMPs) and percent Minority. Additional criteria likely to need geographic assessment through mapping analysis include, but are not limited to, Particulate Matter (PM) and Traffic/Emergency Response. Each map has one of those words in the title to indicate the focus of the map graphic. The following index elements, visualized by the maps, highlight aspects of the problem of coal trains for environmental justice communities that would be exacerbated disproportionately by the construction of the MBT project:

Identifying Racial Composition of Communities

To identify the racial composition of communities, the 2012-ACS 5-Yr Avg. B03002 Table for Hispanic or Latino Origin by Race was used. Within the US Census and the ACS, Hispanic and Latino origin information is not taken as a separate racial category, so a person can have Hispanic or Latino origin and be of multiple races, according to the Census. For our purpose of estimating population composition by race, anyone of Hispanic or Latino Origin from the ACS data was included in the Hispanic Latino community. The other racial communities were taken from the ACS data for the Non-Hispanic and Latino Origin population.

Identifying Potentially Vulnerable Populations

In our maps **potentially vulnerable populations** are defined using the US EPA EJSCREEN Tool Demographic Index for US Census Block Groups. The Demographic Index is a combined average of a block group's percent low income and percent minority. Higher Demographic Index values reflect a calculation that incorporates higher percent minority and/or a higher percent of low income residents for a population, used in combination as a proxy for potential vulnerability to environmental risk for a population.

Calculation:
Demographic Index = (% minority + %low-income)/2

USEPA EJ Screen Definitions for minority and low income:

- Low-Income: The number or percent of a block group's population in households where the household income is less than or equal to twice the federal "poverty level."

- Minority: The number or percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, since multiracial individuals are tabulated in another category – a non-Hispanic individual who is half white and half American Indian would be counted as a minority by this definition.

Risk Management Plan facilities

For this map, which should be replicated in any community with EPA Risk Management Plan Facilities, we use a count of RMP (potential chemical accident management plan) facilities within 5 km (or nearest one beyond 5 km), each divided by distance in kilometers. This count is part of the EPA's Environmental

Index for RMP facilities, definition available here: https://www.epa.gov/ejscreen/overview-environmental-indicators-ejscreen

USEPA EJ Screen Definition for National Percentile

The EJ Screen Tool data provides a national percentile for Demographic Index values for each block group in the dataset. A percentile in EJSCREEN tells us roughly what percent of the US population lives in a block group that has a lower value (or in some cases, a tied value). This means that 100 minus the percentile tells us roughly what percent of the US population has a higher value. This is generally a reasonable interpretation because for most indicators there are not many exact ties between places and not many places with missing data. More precisely, the exact percentile for a given raw indicator value is calculated as the number of US residents of block groups with that value or lower, divided by the total population with known indicator values.

The percentile value for the Demographic Index allows us to compare the "vulnerability" of block groups in cities impacted by MBT with block groups across the nation. In this study we define high vulnerability at >= 80th percentile. Meaning the Demographic Index value for a block group is equal to or greater than 80% of block groups across the nation.

Using the 80th Percentile Screen

The EPA has provided some guidance to using the EJSCREEN tool to identify geographic areas that may require further consideration as an EJ community based on EJSCREEN tool results. Please find the EPA's screening and review recommendation below:

> *In past screening experience, EPA has found it helpful to establish a suggested Agency starting point for the purpose of identifying geographic areas that may warrant further consideration, analysis, or outreach. The use of an initial filter promotes consistency and provides a pragmatic first step for EPA programs and regions when interpreting screening results. For early applications of EJSCREEN, EPA identified the 80th percentile filter as that initial starting point. In other words, an area with any of the 12 EJ indexes at or above the 80th percentile nationally should be considered as a potential candidate for further review.*[17]

Map Data Sources

U.S. EPA EJSCREEN Geodatabase Version 2.3
2010 U.S. Census Block Points
U.S. Census Place Boundary file for City boundaries.

Summary Tables

[17] EJ Screen Technical Documentation, Appendix H. United States Environmental Protection Agency. 5/5/2015. Available at http://www.epa.gov/sites/production/files/2015-05/documents/ejscreen_technical_document_20150505.pdf.

Sample Washington communities where the average percentile exceeds the 80th percentile within the routes to and from MBT for the chosen environmental indicators:

Table 1. Environmental Indicator for Proximity to RMP Facilities Within One Mile of Proposed Coal Train Routes	
City Name	**Average Percentile**
Wapato, WA	97th-Percentile
Toppenish, WA	94th-Percentile
Pacific, WA	89th-Percentile
Quincy, WA	87th-Percentile
Parker, WA	85th-Percentile
Yakima, WA	83rd-Percentile

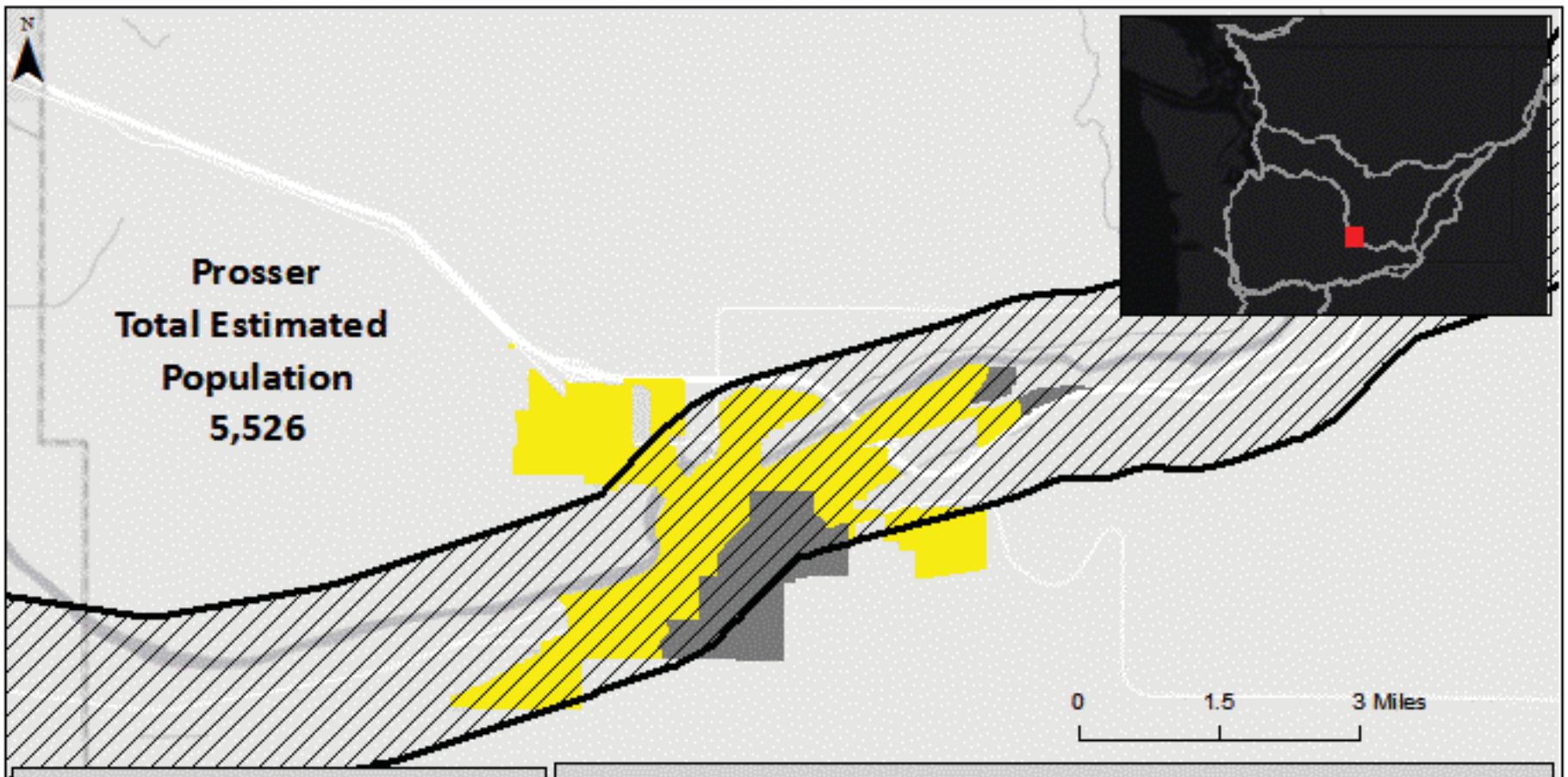
Table 2. Environmental Indicator for Traffic Volume and Proximity Within One Mile of Proposed Coal Train Routes	
City Name	**Average Percentile**
Wapato, WA	82nd-Percintile

Table 3. Environmental Indicator for Particulate Matter (PM2.5) Within One Mile of Proposed Coal Train Routes	
City Name	**Average Percentile**
Wapato, WA	92nd-Percintile
Toppenish, WA	85th-Percentile
Poplar, MT	82nd-Percentile
South Browning, MT	81st-Percentile
Crow Agency, MT	80th-Percentile
Mabton, WA	80th-Percentile

Maps number as attachments 2 – 6 submitted as part of this comment.

Thank you for the opportunity to comment.

Race within 1-mile of possible coal train routes from the Millennium Bulk Terminal: Prosser, WA



Within 1-mile of possible coal train routes to the Millennium Bulk Terminal

Percent Minority

USEPA EJ Screen v2.3 (2015)
(National Percentile)

- 0 - 50th Percentile
- 50 - 80th Percentile
- 80 - 90th Percentile
- 90 - 95th Percentile
- 95 - 99th Percentile

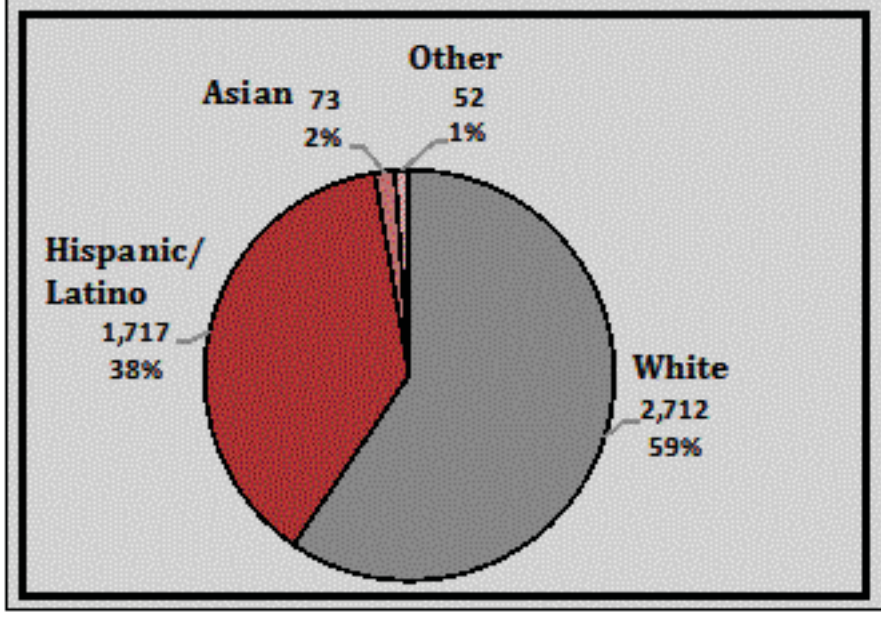
	Total Population	Minority Population	Percent Minority	Urban Area Square Miles	Percent Urban Area Inside of the Blast Zone
Inside the Blast Zone	4,553	1,841	40%	7	70%
Outside the Blast Zone	973	270	28%	3	

87% of all minorities in Prosser are living within 1-mile of possible coal train routes, a person within 1-mile of possible coal train routes is almost 50% more likely to be a minority than a person living beyond 1-mile of possible coal train routes.

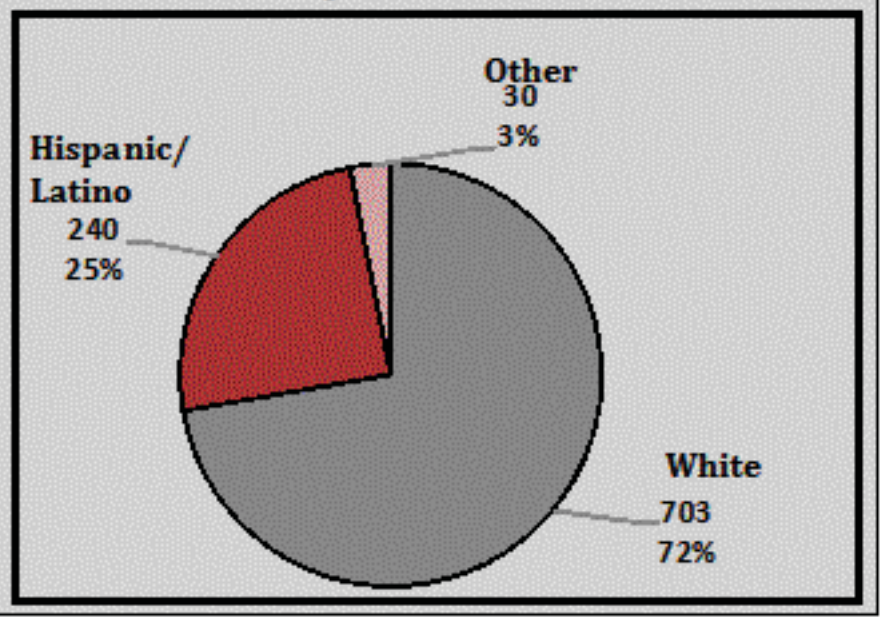
70% of the Prosser area is within 1-mile of possible coal train routes, but over 87% of all minorities in the city are living within 1-mile of possible coal train routes.

Prosser City Racial Demographics
(Population and Percentage)

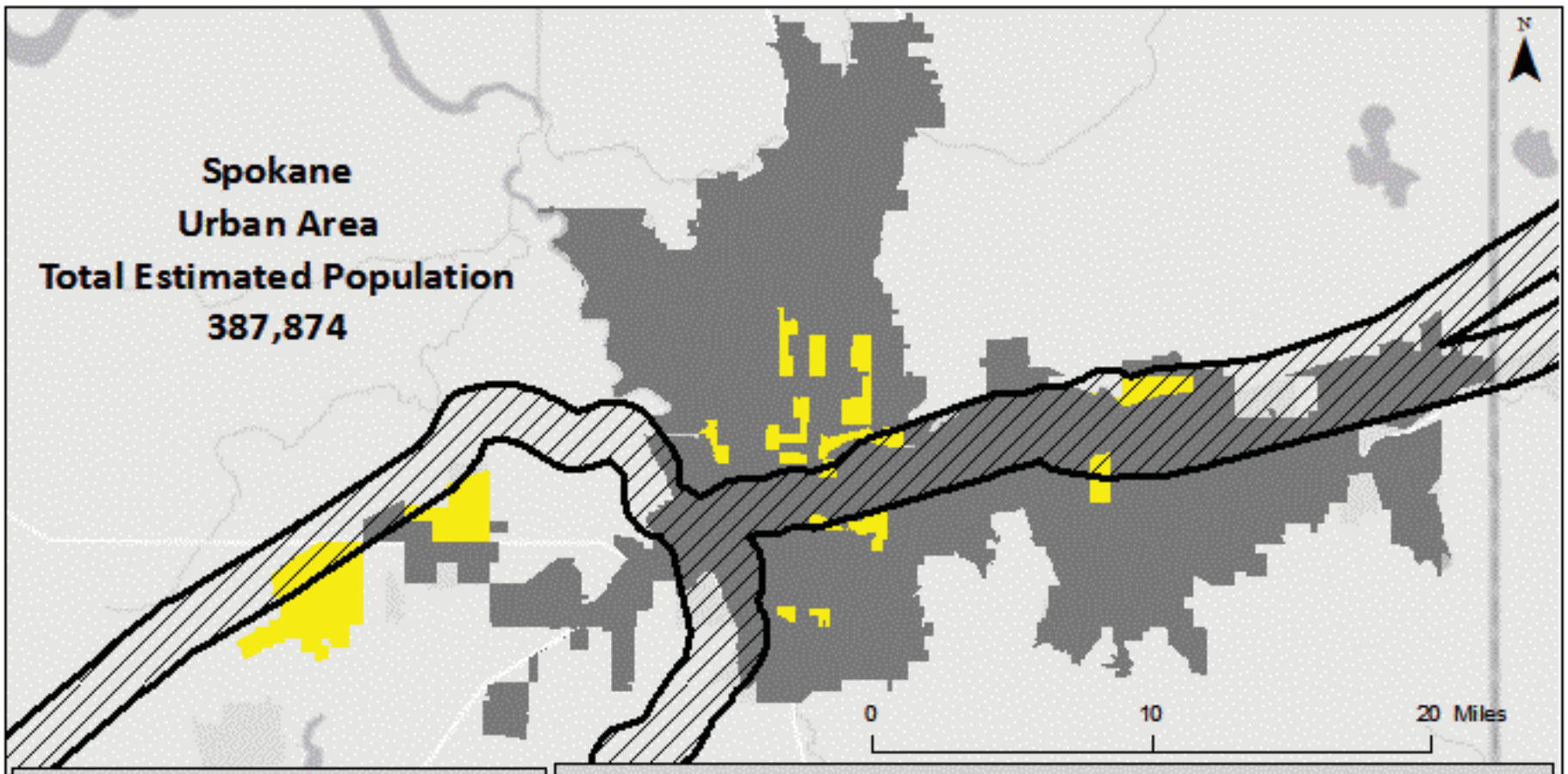
Within 1-mile of possible coal train routes



Outside of 1-mile of possible coal train routes



Race within 1-mile of likely coal train routes to the Millennium Bulk Terminal: Spokane, WA



Blast Zone

US DOT 1-mile oil train fire evacuation area

Percent Minority

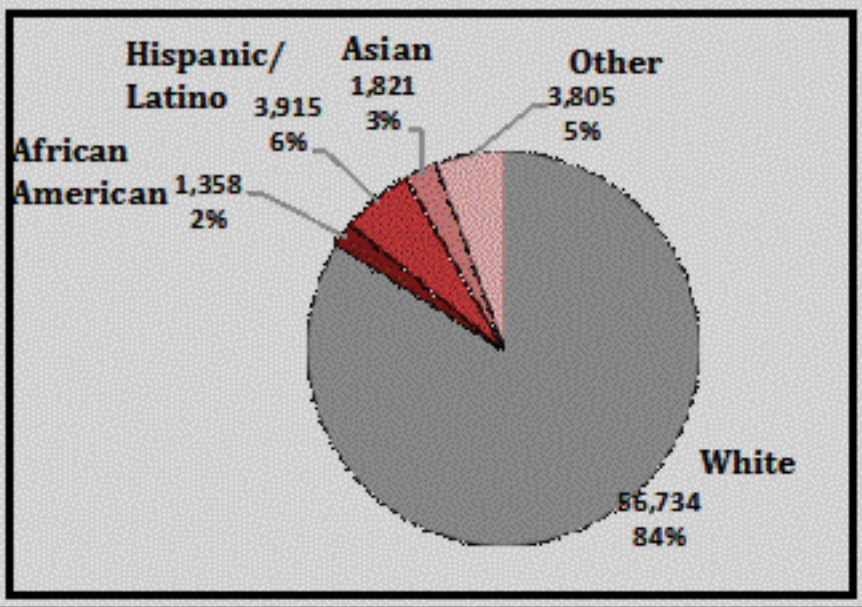
USEPA EJ Screen v2.3 (2015)
(National Percentile)

- 0 - 50th Percentile
- 50 - 80th Percentile
- 80 - 90th Percentile
- 90 - 95th Percentile
- 95 - 99th Percentile

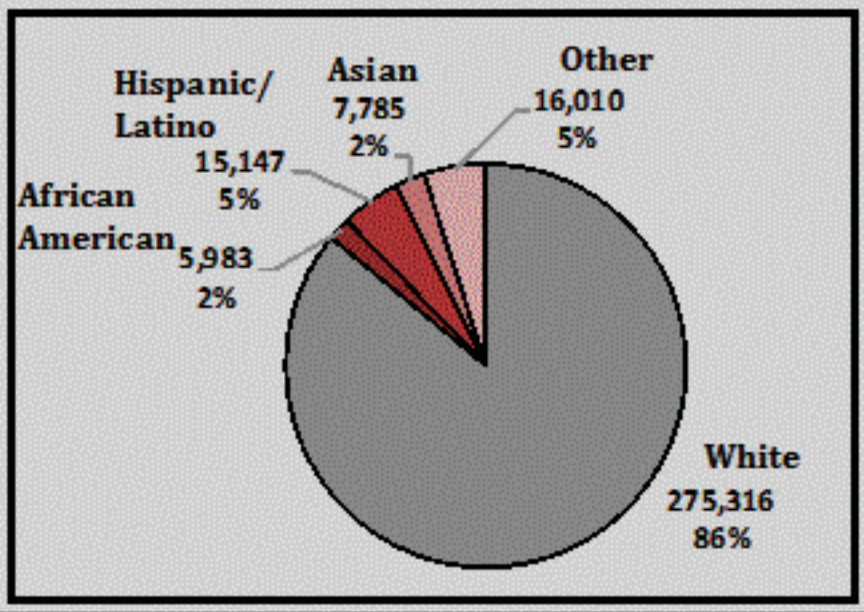
	Total Population	Minority Population	Percent Minority	Urban Area Square Miles	Percent Urban Area Inside of the Blast Zone
Within 1-mile Likely Coal Train Route	67,632	10,899	16%	85	23%
Outside of 1-mile of Likely Coal Train Route	387,874	55,824	14%	281	
With 26% of all minorities in the Spokane Urban Area living within 1-mile of likely coal train routes, a person within 1-mile of likely coal train routes is more likely to be a minority than a person living beyond 1-mile of likely coal train routes.				Only 23% of the Spokane Urban Area is living within 1-mile of likely coal train routes, but over 26% of all minorities in the city are living within 1-mile of likely coal train routes.	

Spokane Urban Area Racial Demographics (Population and Percentage)

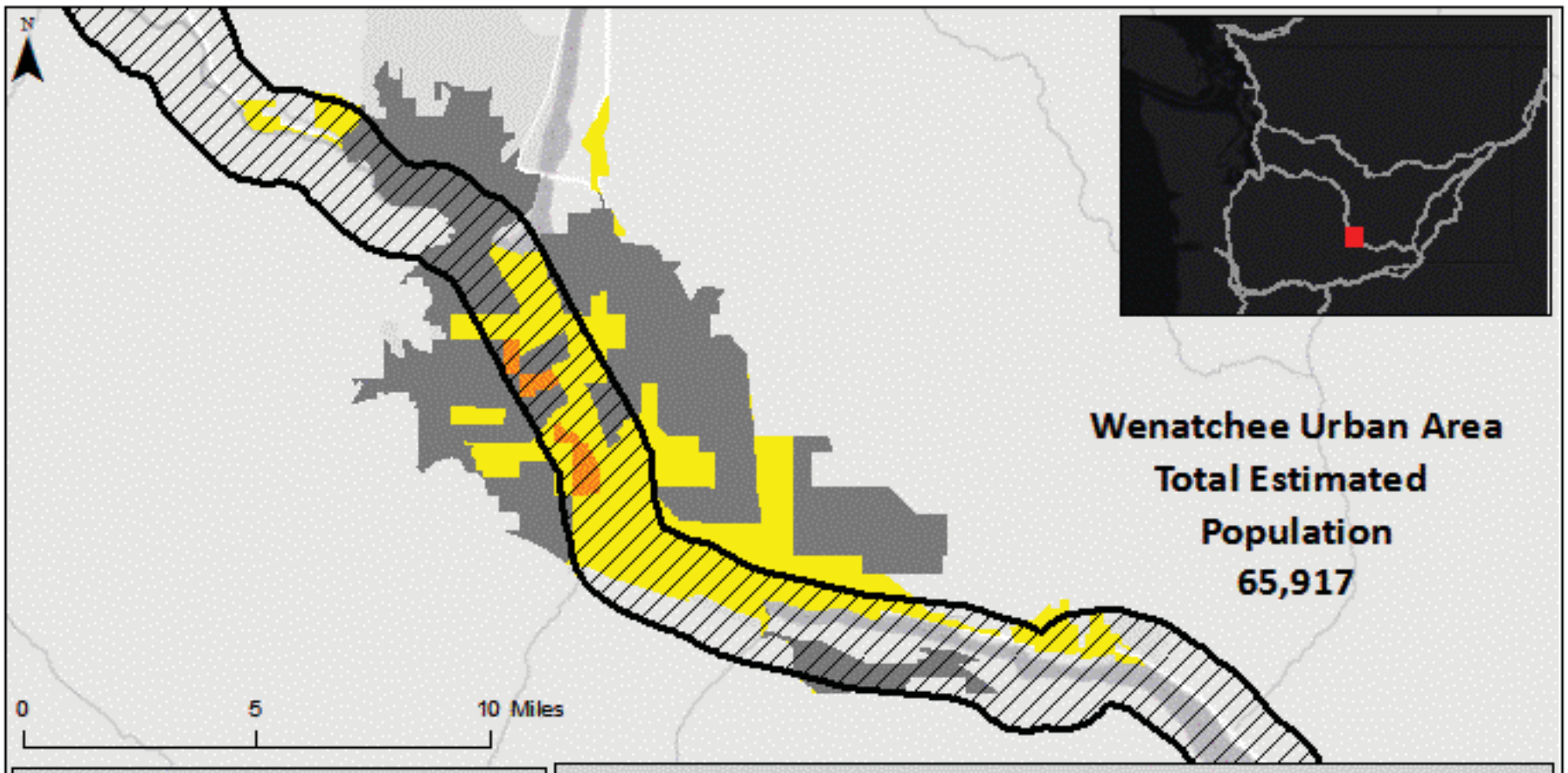
Within 1-mile of likely coal train routes



Outside of 1-mile of likely coal train routes



Race within 1-mile of possible coal train routes from the Millennium Bulk Terminal: Wenatchee, WA



Within 1-mile of possible coal train routes to the Millennium Bulk Terminal

Percent Minority

USEPA EJ Screen v2.3 (2015)
(National Percentile)

- 0 - 50th Percentile
- 50 - 80th Percentile
- 80 - 90th Percentile
- 90 - 95th Percentile
- 95 - 99th Percentile

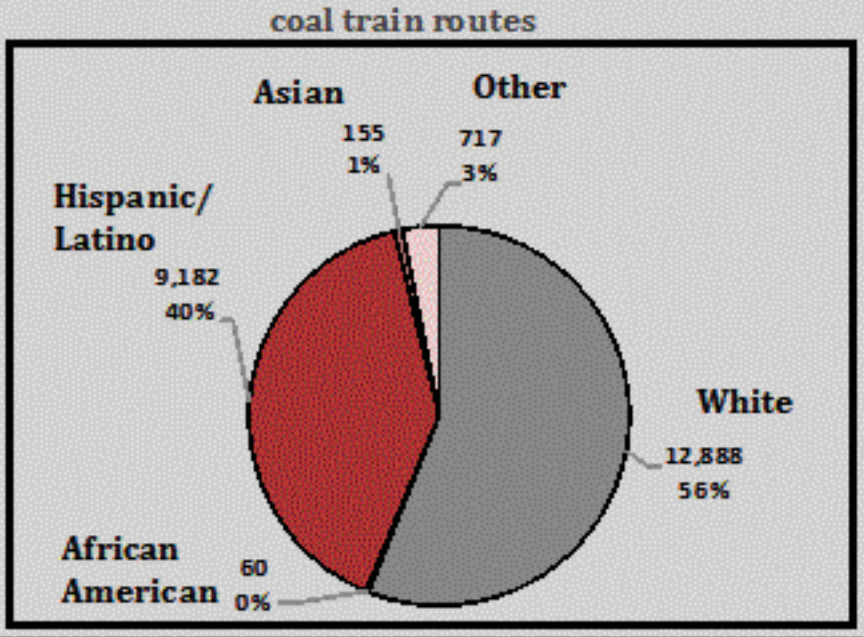
	Total Population	Minority Population	Percent Minority	Urban Area Square Miles	Percent Urban Area Inside of the Blast Zone
Inside the Blast Zone	23,002	10,115	44%	29	40%
Outside the Blast Zone	42,915	9,643	22%	43	

Over 50% of all minorities in the Wenatchee Urban Area are living within 1-mile of possible coal train routes, a person within 1-mile of a possible coal train route is almost twice as more likely to be a minority than a person outside of this area.

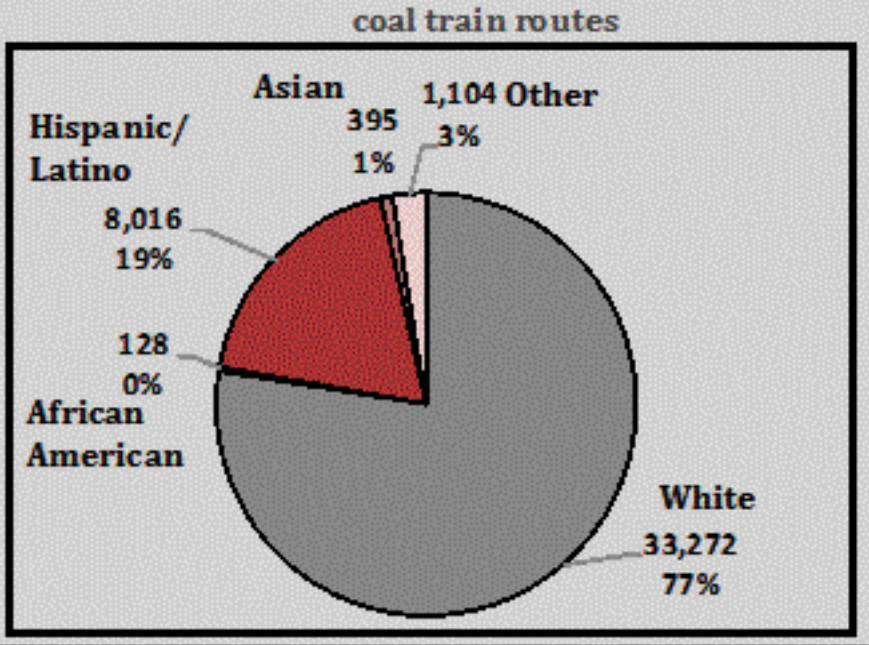
40% of the Wenatchee Urban Area is within 1-mile of a possible coal train route, but over 50% of all minorities in the city live inside of this area.

Wenatchee Urban Area Racial Demographics
(Population and Percentage)

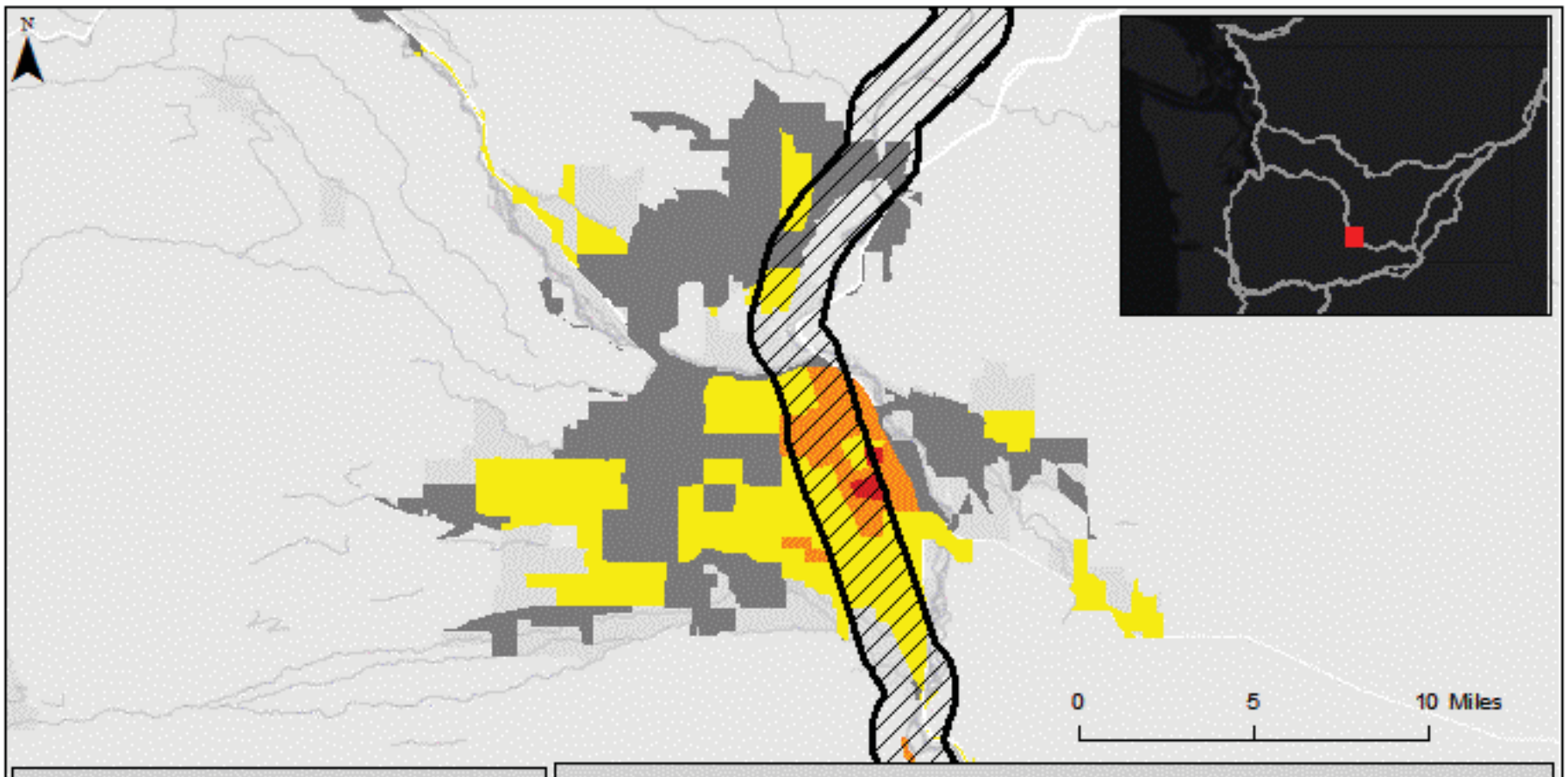
Within 1-mile of possible coal train routes



Outside of 1-mile of possible coal train routes



Race within 1-mile of likely coal train routes from the Millennium Bulk Terminal: Yakima, WA



Within 1-mile of likely coal train routes to the Millennium Bulk Terminal

Percent Minority

USEPA EJ Screen v2.3 (2015)
(National Percentile)

- 0 - 50th Percentile
- 50 - 80th Percentile
- 80 - 90th Percentile
- 90 - 95th Percentile
- 95 - 99th Percentile

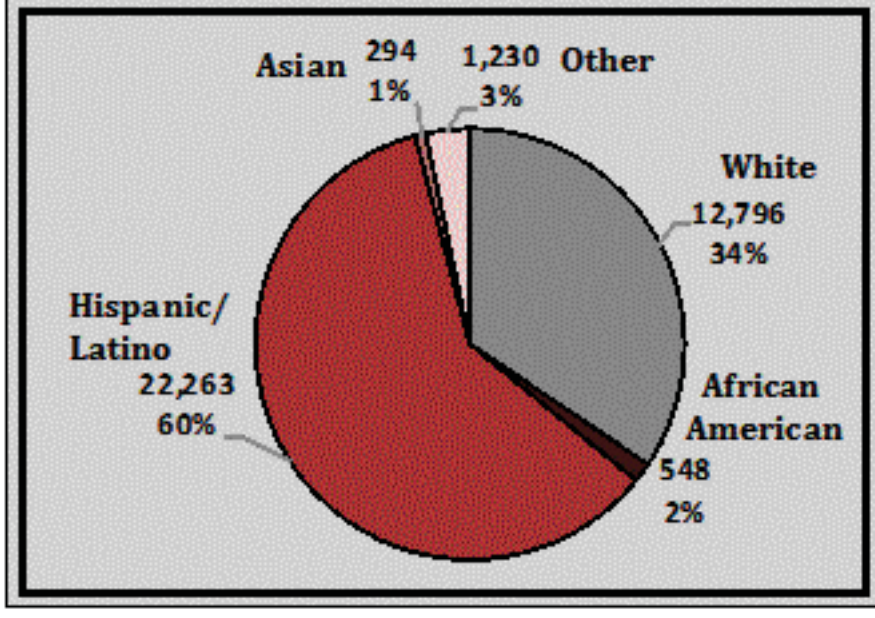
	Total Population	Minority Population	Percent Minority	Urban Area Square Miles	Percent Urban Area Inside of the Blast Zone
Within 1-mile Likely Coal Train Route	37,131	24,334	66%	24	19%
Outside of 1-mile of Likely Coal Train Route	91,203	30,448	33%	103	

44% of all minorities in the Yakima Urban Area are living within 1-mile of likely coal train routes, a person within 1-mile of likely coal train routes is almost twice as likely to be a minority than a person beyond 1-mile of likely coal train routes.

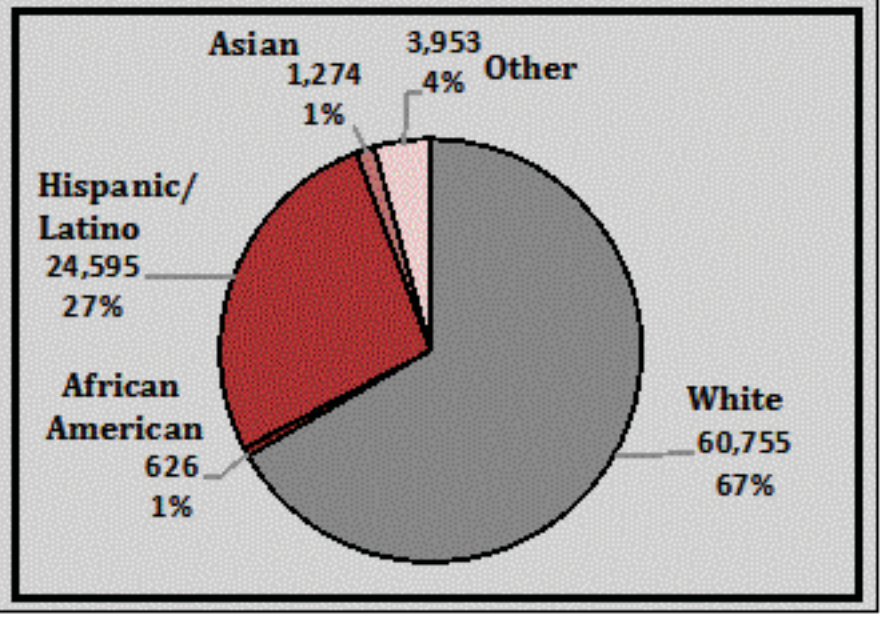
Only 19% of the Yakima Urban Area is living within 1-mile of likely coal train routes, but over 44% of all minorities in the city live within 1-mile of likely coal train routes.

Yakima Urban Area Racial Demographics
(Population and Percentage)

Within 1-mile of likely coal train routes



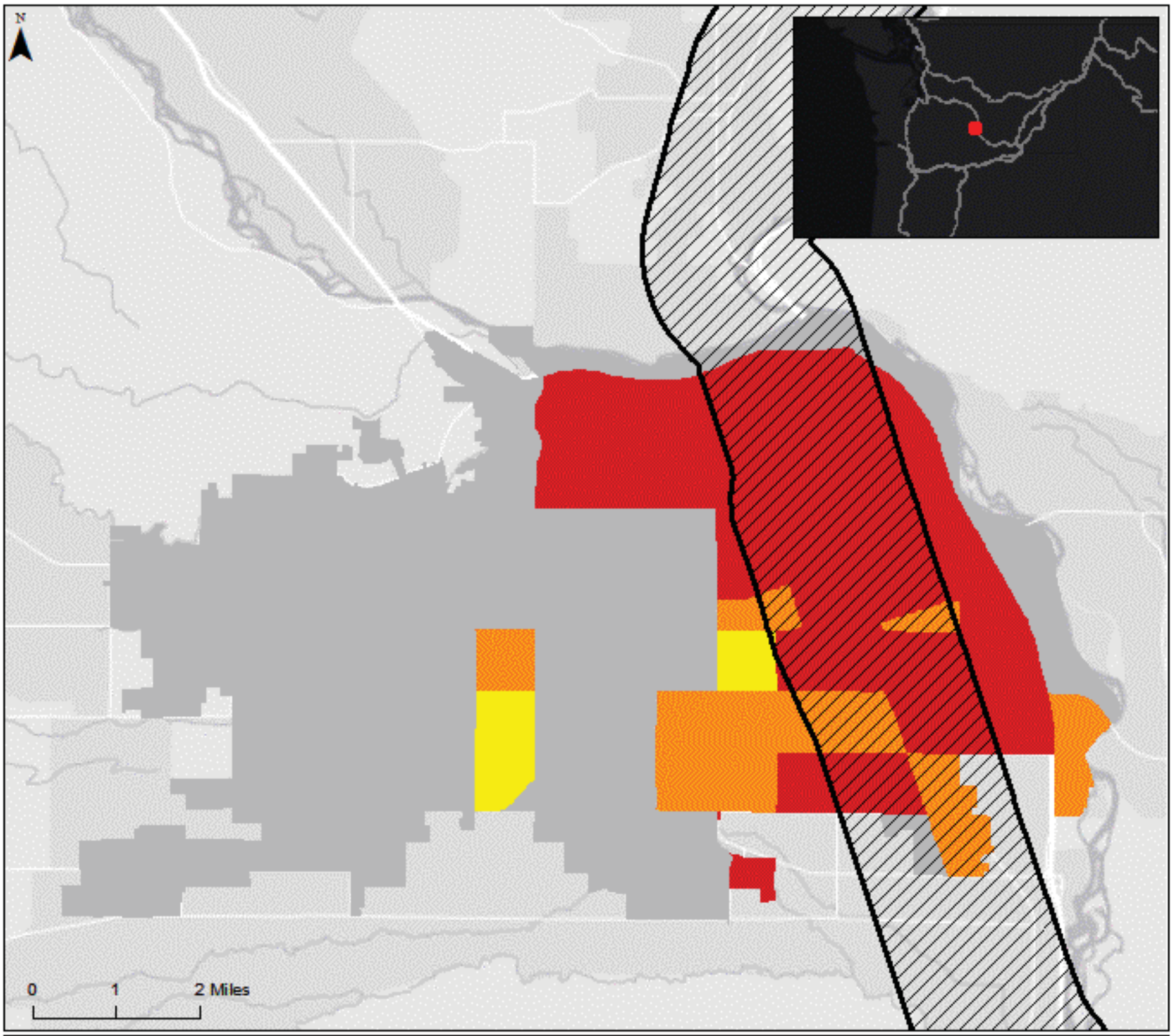
Outside of 1-mile of likely coal train routes



Krogh, Matt (3353)

U.S. EPA Environmental Index: Proximity to Risk Management Plan (RMP) Facilities

Yakima, WA



Within 1-mile of likely coal train routes from the Millennium Bulk Terminal

US EPA EJ Screen National Percentile

- 0 - 80th Percentile
- 80 - 90th Percentile
- 90 - 95th Percentile
- 95 - 100th Percentile

Within 1-mile of likely coal train routes from the Millennium Bulk Terminal, the U.S. EPA Environmental Index for proximity to RMP facilities is at the 83rd percentile. Meaning that nationally, the environmental index for proximity to RMP facilities is exceeded by only 17% of U.S. Census block groups.

Submission Number: ***MBTL-SEPA-DEIS-0003106***

Received: 6/13/2016 5:41:11 PM
Commenter: Mitchel Kroner
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed. Sincerely, Mitchel kroner kronerchs5811@gmail.com 99301

Submission Number: ***MBTL-SEPA-DEIS-0001302***

Received: 5/26/2016 6:51:33 PM
Commenter: Heather Kroupa
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001035***

Received: 5/24/2016 6:20:24 PM
Commenter: Susan Krouse
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I write today to express my support of the DEIS, the study was thorough and it's time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0001041***

Received: 5/24/2016 6:28:58 PM
Commenter: Dennis Krug
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to reach out on this important issue. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. I'll look forward to updates.

Submission Number: ***TRANS-LV-Q1-00014***

Received: 5/24/2016 12:00:00 AM
Commenter: Connie Krummrich
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Some years back National Geographic named the Columbia River Gorge as number seven in its list of the 100 most beautiful places in the world. It is our job to protect this magnificent global treasure and to protect the economies and health of the people who live in this area, along with the air, water, wildlife, and habitat. Most importantly, our job is to keep our children safe and provide for them a healthy future. Transporting coal through the Gorge and moving coal to foreign lands where it will be burned, we must say no, no, no for so many reasons. An immense one being climate change associated with the burning of fossil fuels. Working with private industries, our government must move past coal and rigorously develop alternative energy technologies and the jobs that go with them. The time is now.

5-24-16

My name is Mary Kathryn Krygier. I am a mother, grandmother, and teacher. I am here because I care not only about my children and grandchildren, but all people on this planet.

I wish to address the health impacts of coal trains:

Tons of coal dust escaping from coal trains and terminals is carried over wide areas, contaminating our soils, crops, waters, and getting into our lungs. Coal dust contains mercury, arsenic, and lead, which are related to cancer, heart and lung diseases, increased asthma, and impaired neurological and brain health, which has negative impacts on our children's learning.

Coal burned in China and Asia comes back to the West Coast on the Jet Stream, polluting our ocean waters with mercury, and increasing air and soil pollution.

Diesel exhaust emissions are highly polluting, and carry many toxic substances, including benzene, arsenic, and formaldehyde. These can cause cancer, asthma, heart attacks, and have very negative effects on our children's health.

The decisions we make not only impact our city, county, state and region, but by shipping millions of tons of coal to China, the people of China and the surrounding area will suffer these health effects. The Himalayan region is already experiencing receding glaciers and reduced monsoons, which are sources of water and for growing crops for that vast region. Black carbon dust is part of the cause, and is also increasing global warming.

Please vote for a thorough cumulative impact study for Millennium Bulk Terminal. We have been leaders in promoting clean energy in the Northwest. Let's continue this and keep it coal free. Thank you!

Submission Number: ***MBTL-SEPA-DEIS-0001484***

Received: 5/31/2016 12:06:57 PM
Commenter: Tom Kuhn
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please leave the coal IN THE GROUND ! Future generations will need it It is a National Security issue Regards, Tom Kuhn

Submission Number: ***MBTL-SEPA-DEIS-0000467***

Received: 5/17/2016 7:37:24 PM
Commenter: James Kuk
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0000722***

Received: 5/23/2016 1:17:00 PM
Commenter: Ryan Kula
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002393***

Received: 6/9/2016 6:08:29 PM
Commenter: Ryan Kula
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0001529***

Received: 5/31/2016 4:49:12 PM
Commenter: Trisha Kula
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000143***

Received: 5/9/2016 1:09:06 PM
Commenter: John Kupko
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***TRANS-LV-M2-00070***

Received: 5/24/2016 12:00:00 AM
Commenter: John Kursing
Organization: Olympia Eagle, President
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi, I'm John Kursing (phonetic). As a parent, a 15-year special education teacher, 35-year environmental journalist on toxins, community leader as president of the Olympia Eagle and community networker with hundreds of individuals in my community of Olympia, Washington, we must go further to ensure our communities and world health is protected.

Having been a lifelong diver and specialist in environmental issues, I have seen first hand the air, waters, land worldwide are still dying a slow death. The rationalizations by government and industry are continuing to mine, use, and transport coal are economic and revolutionary suicide.

It is insulting to hear the coal industry tell us the lack of complaints and science are proving that the vast amounts of coal do not harm us or the environment. As a journalist and special education teacher, I am well aware of a strong body of evidence that harm comes from the number and quantities involved in exposure to pollutants and that our bodies, especially of children, already have alarming levels of toxins.

Many communities throughout America are forced to accept the risks and damage that coal and its waste materials presents. Many don't know the dangerous and environmental damage through media manipulation.

2016, many of us are fed up with the bullying of oil, gas, and coal companies, passive government agencies and corrupt officials whose loyalty lies not with the citizens, but the corporations. It's long past time to clearly protect our own and future generation's health.

I have been a union man all my life cinching up (inaudible) that brother against brother to send our natural resources to a Communist country to enslave their people, destroy their environment, and send us second rate goods defies common sense. No coal alternative.

My brother lives in Park Ridge (phonetic), a suburb of Chicago where huge amounts of coal ash residue is piled on the Calumet River where our family has spent decades restoring health and access to wildlife. They are destroyed by the Coke Brothers now. No coal.

Thank you.

Submission Number: ***TRANS-LV-M1-00033***

Received: 5/24/2016 12:00:00 AM
Commenter: Kylee
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi. My name is Kylee, I'm from Kent, Washington. So, thank you for having this. So, the Longview Coal Terminal will bring jobs, but temporarily. The economic review and impact studies in this Draft EIS are unfortunately very short sighted. The construction will last six years but after that the terminal will provide 20 to 200 jobs depending on who you ask. But those great jobs are dependent on the responsibility of two financially struggling coal companies. Those jobs are dependent on these coal companies doing well in a saturated building market. Coal is a risky investment and the price will most likely stay low. This coal terminal is short sighted and not a solution. This Draft EIS looks at environmental impact and economic impact in a very short-term period, and that is not enough. Twenty years is not enough. I personally plan on living more than 20 years. And we have a future here that should be spent investing in renewable energies. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000033***

Received: 5/1/2016 4:27:13 PM
Commenter: M L
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. This is an old industrial property being redeveloped. Keep the review to what is normal and factual. Sincerely, Ml

Submission Number: ***MBTL-SEPA-DEIS-0001152***

Received: 5/25/2016 11:48:13 AM
Commenter: Judith Labadie
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This is beginning to feel like Ground Hog Day. No matter how many times the people who live in these Pacific NW communities say "No!" some company wants to build a terminal and export coal. How many coal train accidents or leaks of coal dust or other evidence of hazards to people, wildlife or the environment you need to to permanently ban this kind of operation?

Labriola, Kathy (3446)

RECEIVED
JUN 01 2016
DEPARTMENT OF ECOLOGY
OFFICE OF DIRECTOR

5/18/16

Dear Ms. Maia Bellon, Director
Washington State Dept of Ecology,

Please oppose the Millennium Bulk Terminal Project, please instead choose the "No action" alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement. This project involving dirty coal exports would be the largest coal export terminal in America, and would endanger the health and safety of the surrounding community in the short run while also dramatically increasing carbon pollution in the long run.

Coal is a dying industry, and is on its way out as an energy source in America due to being the most polluting form of energy. So now the coal companies have shifted to exporting coal to developing nations where pollution standards and laws are weaker. Stop this unsafe coal terminal!

Sincerely,
Kathy Labriola
Kathy Labriola

Submission Number: ***TRANS-SPOKANE-M2-00049***

Received: 5/26/2016 12:00:00 AM
Commenter: Lori Lacander
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Lori Lacander (phonetic). I've lived in Spokane a long, long time. And I'm here in support of the Millennium Terminal.

I'm no expert on coal, and what I've heard here since coming here, I -- the gentleman who spoke about all of things that we use in our daily life, let alone our computers, cell phones, our cars, televisions. All of these things, in order to operate them take energy and a great portion of the country's energy. We cannot survive without coal in this country.

Yes, we have a president who really basically told that he's going to put the coal business out of business, but I don't think it will totally go out of business because we have a long span between from the time coal is no more to the time that we have other sources in this country to drive our cars, to everything we do in our homes, to provide electricity, just the list goes on and on. And I'm not an expert.

But I didn't want to say one thing -- or several things here. One, I don't know anybody who has come here and is paid to be here. The gentleman made reference that we were paid to be here. No, we're here because we're concerned about the future of Washington state and our country as a whole.

And the gentleman who also mentioned, the man from Oregon, I think a State Legislator who says let's keep it in the ground. Okay. Then don't drive your car, bicycle to work if you have a job, and basically don't ever get on an airplane again, because all these things take energy. And I think that this Millennium program is a good one. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001564***

Received: 5/31/2016 5:12:34 PM
Commenter: Scott Ladd
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Ladd, Scott (2340)

Submission Number: ***MBTL-SEPA-DEIS-0002340***

Received: 6/9/2016 5:30:04 PM
Commenter: Scott Ladd
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0001972***

Received: 6/6/2016 2:20:21 PM
Commenter: Kathy LaFave
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm all for port growth in this area. To oppose family-wage jobs in a depressed community doesn't even make sense. With all of the environmental regulations that will be required, the chances of anything catastrophic happening is very remote. I vote for jobs!

Submission Number: ***MBTL-SEPA-DEIS-0000148***

Received: 5/9/2016 1:20:08 PM
Commenter: Mike LaFave
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001378***

Received: 5/26/2016 7:27:00 PM
Commenter: Mike LaFave
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we’re quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001976***

Received: 6/6/2016 2:23:57 PM
Commenter: Mike LaFave
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs.

Submission Number: ***MBTL-SEPA-DEIS-0002087***

Received: 6/7/2016 4:51:32 PM
Commenter: Mike LaFave
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. MBT has received a thorough and comprehensive draft EIS reviewâ €"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0002374***

Received: 6/9/2016 5:56:55 PM
Commenter: Mike LaFave
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***TRANS-PASCO-M1-00036***

Received: 6/2/2016 12:00:00 AM
Commenter: Brenda LaHigh
Organization:
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 Brenda LaHigh (phonetic). I'm a resident here in Pasco. Based on the comment that there would be the derailment, I just thought of something. And maybe it's off the wall, but in any case then Santa should be out of a job because Santa transports lumps of coal in his sleigh. He takes a lot of risks driving erratically delivering the coal to all the naughty kids in the world. And I support Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000746***

Received: 5/23/2016 1:53:33 PM
Commenter: CAROL LAITINEN
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0000568***

Received: 5/19/2016 6:12:16 PM
Commenter: Joyce LaMartina
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0000975***

Received: 5/24/2016 5:43:55 PM
Commenter: Dennis Lamb
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0002937***

Received: 6/13/2016 3:21:38 PM
Commenter: Penny Lancaster
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000831***

Received: 5/24/2016 12:23:47 PM
Commenter: Mark Landauer
Organization: Special Districts Association of Oregon
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible. Sincerely, Mark Landauer mlandauer@sdao.com 97225

Submission Number: ***MBTL-SEPA-DEIS-0001675***

Received: 5/31/2016 6:37:27 PM
Commenter: Christian landers
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0001267***

Received: 5/26/2016 6:29:12 PM
Commenter: Gary Landers
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am all for jobs, but let's make them clean jobs. I recently moved to this area in retirement, seeking an area with beauty, clean air and clean water. Now this... Serious, sometimes deadly, health hazards are associated with coal dust, whether the coal is being transported through the area, or loaded onto ships. We do not need or want a huge polluting industry in our area. This terminal area has been the site of pollution in the past. Let's clean it up, not continue to pollute the Columbia's waters and our air.

Submission Number: ***MBTL-SEPA-DEIS-0000198***

Received: 5/10/2016 4:37:17 PM
Commenter: Corine Landrieu
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please do not allow the construction and operation of a marine terminal for export of coal in Cowlitz County, Washington. The impact on the air quality for Washington residents would be deplorable and affect their health. Coal is a dirty energy resource.

Submission Number: ***TRANS-PASCO-M1-00074***

Received: 6/2/2016 12:00:00 AM
Commenter: Ross Lane
Organization: BNSF
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm Ross Lane (phonetic), public affairs with BNSF out of Montana and Wyoming. Thank you for being here. I want to thank the folks in red and blue for being here and expressing yourselves here too. I want to clear up a few things that we've heard.

One, how does this benefit Pasco, Spokane, Montana, Idaho all the way to Longview? BNSF employs 4,000 people in the state of Washington. We employ about 40,000 people across our network. All of those folks stay in hotels, they spend money in restaurants, they send their kids to school, hunt, fish, mountain bike. And they do the things that we enjoy living on the West Coast. And they do that in Pasco. They do that all over our network.

We have over 4,500 employees on furlough right now. We need to get those folks back to work spending money in local communities.

I want to talk about our capacity at BNSF. I heard a lot today about BNSF being able to respond to the increased amount of trains we're hauling.

Guess what folks? We hit our top train volume in 2006. We haven't hit those volumes since after the recession. We have invested over one billion dollars just in the state of Washington in the last ten years. We're here to respond to more trades. We're going to do it safely and efficiently.

I want to talk about coal dust. And I've heard that we can leave piles of smoldering coal dust. That's not true. It's an inert rock. A gravel truck does not light on fire as it transports its cargo.

I want to talk about efficiency. Our industry partner association --

Submission Number: ***MBTL-SEPA-DEIS-0002538***

Received: 6/11/2016 10:25:07 PM
Commenter: Joan Lang
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I oppose the MBT Longview, WA coal port proposal due to the negative effects it will cause to human and aquatic health. Coal and diesel particulates released during transport, storage on the site and loading of vessels will disperse over local populated areas. These particulates are known to contain mercury, arsenic, lead and other toxic pollutants that can cause lung problems, asthma and neurological problems. Coal dust dispersing over water (in this case the Columbia River)spreads these same toxic pollutants throughout the aquatic environment. Studies have shown that these pollutants negatively effect aquatic macro-invertebrates (trout, salmon and other fish)as well as reducing diversity and number of fish species. Existing coal terminals still have problems with coal dust in spite of fairly massive spraying, so I do not believe the above listed negative effects can be mitigated.

Submission Number: ***MBTL-SEPA-DEIS-0002984***

Received: 6/13/2016 3:56:56 PM
Commenter: David Lange
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001426***

Received: 5/27/2016 12:33:05 PM
Commenter: Terrialee Lankford
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I applaud the State of Wyoming for working to improve the accessibility of Wyoming's natural resource companies to seaports, so that Wyoming resources may be purchased by foreign customers. Since our own government is doing its best to destroy the providers of inexpensive energy, our state and the companies who do business here must find other markets. Wyoming's economy cannot be sustained by tourism, agriculture, and other business ventures. Wyoming's energy and other mineral resources must remain vigorous and growing. The bias that coal and other fossil fuels are the cause of any kind of climate change speaks of an arrogance that truly is intolerable. Wyoming and the surrounding states are losing so much to a political agenda that does little in terms of global climate patterns. It's all guesswork and based on interpretations of data that are so short-term, one wonders how any long-term projections can be anything but guesses. I applaud the idea that people need to be accountable for the inmpact they personally make on the planet, but realistically, the continued destruction of arable land for the aggressive growth of cities, who by the way, put far more dangerous levels of deadly gases into the atmosphere than any power plant, and the awful accumulation of trash and solid waste are far more important issues that are being ignored! Fossil fuel companies, pipelines, and plants are so efficient and safe. Unfortunately, this makes them a tiny minority who do not have a huge voice. Also, they are busy providing 99.9% of the U.S. population with inexpensive and reliable power. They allow all of us to do other things. It is very important that Wyoming's companies have viable avenues for export not only for Wyoming's residents and their profit margins, but for our country's balance of trade. Therefore, I am writing this letter in support of the MBTL. This country was built by private enterprise, and will continue to grow only through private enterprise.

Submission Number: ***MBTL-SEPA-DEIS-0002058***

Received: 6/7/2016 4:24:36 PM
Commenter: Lawrence Lanning
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0000600***

Received: 5/19/2016 6:54:19 PM
Commenter: Harry Lantz
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

7405 Willow Grove
Longview, WA
98632

May 23, 2016

Washington State Dept. of Ecology

Dear members,

We are writing in opposition to the proposed Millennium coal export facility in Longview.

We have a number of concerns and are sure they will all be mentioned by others. Our primary concern has to do with the long term result of coal burning as it effects climate change. We have already passed 400 parts per million of CO2 in the atmosphere when knowledgeable scientists have stated that 350 should have been the goal. Over 95% of scientists believe that climate change is real and not some natural cyclical phenomenon. Almost 200 nations have signed a pledge to reduce co2 contributions. We are convinced that CO2 build up is a REAL problem.

The consequences to our world if this trend continues will be very significant. Rising sea levels will result in mass displacements of people, loss of cities (and maybe even a few countries). The resulting overcrowding, competition for basic survival needs, increased disease epidemics, and inability of government to cope with the disasters will lead to riots and wars.

Individuals, communities, states, and countries need to take a moral stand to protect the future for our children, grandchildren, and further generations. This does not mean that coal burning will stop immediately, but no new export facilities should be permitted, particularly one of this size. The need for jobs in Cowlitz County is real, but the future cost of creating 135 jobs now is too large a price to pay.

Please think about your own families and the families of friends as you consider this proposal. Your decision on this proposal will have a significant impact on them in the future, one way or the other.

Thank you,

Greg Lapic Margaret Lapic

Submission Number: ***MBTL-SEPA-DEIS-0002868***

Received: 6/13/2016 2:54:55 PM
Commenter: Larry Largent
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003116***

Received: 6/13/2016 5:45:53 PM
Commenter: Ross Largo
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied. it's time to move this proposal forward! It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals. Sincerely, Ross R. Largo pushingit.largo54@gmail.com 82930

Submission Number: ***TRANS-PASCO-Q1-00003***

Received: 7/14/2016 9:55:50 AM
Commenter: Ilene Larimor
Organization:
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 Ilene Larimor (phonetic). I live in Hermiston. I am with the Lower Umatilla Groundwater Management area, Umatilla County Weed Board, and then I'm Executive Director of the Tour of Knowledge.

For over 70 years residents of West Umatilla County and most of Morrow Country have been under stress and very concerned for their health and safety. That's because the Umatilla Army Depot which was 14 miles west of the Hermiston, Hinkle, which is seven miles south of Hermiston, the Boardman Bombing Range to the west is about 40 minutes, and the most contaminated site in the Northern Hemisphere, Hanford, just 30 miles away.

We were never given the opportunity to speak out against these facilities. When the depot closed CSEP Emergency Management System left with them.

Umatilla County has been so dependent on CSEP they only had a part-time emergency manager.

Last month the County Commissioners voted to make the position full time, and they hired a young man to fill that position. So we have a new position and a new person. Umatilla County is not prepared to handle a major emergency at this time.

Three of the four threats of health and safety still remain. The prevailing wind blows up the Gorge from the west. Toxins, many incidents at Longview or along the railroad tracks will impact us up to Pasco. That's a concern.

Residents of West Umatilla County and Morrow County don't want to end up being collateral damage. Enough is enough. We don't need another threat to our health and safety.

Submission Number: ***MBTL-SEPA-DEIS-0000379***

Received: 5/16/2016 5:52:32 PM
Commenter: Deborah Larner
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

If you use facts, rather than emotion, on which to base your decision, I know you will approve the proposed Longview, WA, Millennium Bulk coal-export terminal. We need the power that coal provides. If we cannot use coal, where would the power that we need come from? I do not believe that there would be any adverse environmental affects if the Millennium Bulk coal-export terminal were built; nor do I believe that there would be any adverse affects when the coal is transported by rail. Regarding the ridiculous idea that man's use of fossil fuels will adversely affect the earth's climate, please take an hour to watch "The Great Global Warming Swindle" by Martin Durkin made in England in about 2007. There is an extra hour of information after the documentary is over, but it isn't necessary to watch that; just watch the documentary that is one hour. This DVD is available for loan from the Clark Community College library, which the public is entitled to use any time free of charge. You could also probably find the documentary on the internet or on you-tube to watch free of charge. Thank you for taking the time to read this comment.

Submission Number: ***MBTL-SEPA-DEIS-0002067***

Received: 6/7/2016 4:30:17 PM
Commenter: Kevin Larsen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0000012***

Received: 4/29/2016 3:50:54 PM
Commenter: Leland Larsen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments. Leland Larsen

Submission Number: ***MBTL-SEPA-DEIS-0001963***

Received: 6/6/2016 2:12:33 PM
Commenter: Leland Larsen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied, it's time to move this proposal forward! So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0001379***

Received: 5/26/2016 7:27:42 PM
Commenter: Leland Larson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001610***

Received: 5/31/2016 5:47:36 PM
Commenter: LJ Larson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0000386***

Received: 5/16/2016 8:25:49 PM
Commenter: Mark Larson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0000392***

Received: 5/17/2016 6:10:33 PM
Commenter: Mark Larson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0002175***

Received: 6/7/2016 6:57:31 PM
Commenter: Wesley Larson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000096***

Received: 5/5/2016 9:34:30 PM
Commenter: Rose Lassle
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality. Sincerely, Rose Lassle

Submission Number: ***MBTL-SEPA-DEIS-0002603***

Received: 6/13/2016 11:15:17 AM
Commenter: JONI LATHAM
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This terminal has the power to help not just Washington but Wyoming. Our state are very dependent on coal and currently we are double the national average for unemployment. And it is getting worse everyday. We have these resources and we need to use what can be supplied in the United States. We need to stand on our own two feet and stop depending on Countries who wish to destroy us. We will not make them love us by buying their products. All this does is make the US weaker and them stronger. Build the Terminal help your state and ours. Don't waste what you have in front of you. Thank you,

Submission Number: ***MBTL-SEPA-DEIS-0000052***

Received: 5/3/2016 2:48:01 PM
Commenter: Stan Latham
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete. it’s time for progress. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000574***

Received: 5/19/2016 6:16:49 PM
Commenter: Shane Latta
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0000934***

Received: 5/24/2016 5:17:18 PM
Commenter: craig lauck
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0002023***

Received: 6/6/2016 3:06:22 PM
Commenter: Suzanne Laur-cronin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001172***

Received: 5/25/2016 5:01:23 PM
Commenter: Adrian Laurenzi
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I did my best to evaluate the pros and cons of building the coal terminal. I attended the May 24th public hearing in Longview and heard various statements about the pros and cons of building the coal terminal in Longview. After doing my best to collect all information available to me I feel the potential adverse effects of this project dramatically outweigh the potential benefits to the local community and economy. There are numerous potential health and wellness consequences for folks who live near the proposed terminal and near the railroad tracks that would carry coal to the terminal. The potential consequences of approving the terminal include: (1) coal dust and particulate pollution known to cause cancer and aggravate lung problems such as asthma, (2) increased rail traffic causing delays of emergency vehicles and traffic jams, (3) and noise from the dramatic increase in coal trains disrupting sleep of those living along the 150+ miles of tracks that would see increased train traffic. Furthermore, approving this coal facility endangers people across the world due to its potential to hasten climate change. The only pro terminal argument I heard was that building the terminal would create somewhere around 135 new jobs for the local community. All the potential negative effects do not justify creating a relatively small number of new jobs. In addition, these new jobs seem unlikely to last over the long-term (coal is a dying industry). I have seen evidence that there are numerous other potential future uses of the land the terminal would be built on that could create even more jobs without threatening people in the region. On a more positive note, I see denying this project as a concrete step toward a clean energy future. I moved to Washington state from Arizona about 9 years ago in large part due to its natural beauty and seeing that its leaders and communities work hard to maintain a clean and healthy environment for everyone to enjoy and benefit from. I want to see Washington continue to be a leader and boldly prove to other states in U.S. that we can get off fossil fuels and replace them with renewable energy technologies that will lead to better lives for its citizens and future generations.

Submission Number: ***MBTL-SEPA-DEIS-0002959***

Received: 6/13/2016 3:32:49 PM
Commenter: Steve Lautensleger
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000266***

Received: 5/10/2016 6:26:46 PM
Commenter: Johnnie Lavender
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0000142***

Received: 5/9/2016 1:07:30 PM
Commenter: Judy Lavender
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water, coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0000885***

Received: 5/24/2016 4:48:38 PM
Commenter: Denise Lavey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0000045***

Received: 5/3/2016 2:38:33 AM
Commenter: Nadine LaVonne
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In addition to all the negative environmental reasons not to have this monstrous coal terminal, I want to mention that Seattle, one town that would have lots of coal trains traveling through it, already has the 6th worst traffic in the nation, and now we're dealing with our viaduct that is presently out of commission for two weeks and further construction problems to come. To say nothing of the Big Dig Bertha problems in an attempt to put a stupid under water tunnel next to the Sound. Don't give us any more grief. Environmentally or mechanically.

Submission Number: ***MBTL-SEPA-DEIS-0003114***

Received: 6/13/2016 5:44:29 PM
Commenter: Charles Law
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Deny the project. Coal exporting has no future in a global economy. China is now reconsidering its reliance on coal as concerns about air pollution there become a critical political issue. http://fortune.com/2016/01/15/decline-us-coal-industry/

Submission Number: ***MBTL-SEPA-DEIS-0000404***

Received: 5/17/2016 6:22:46 PM
Commenter: Jerry Law
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied get on with it already. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***TRANS-PASCO-M1-00010***

Received: 6/2/2016 12:00:00 AM
Commenter: Mike Lawman
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

SPEAKER 10: Good afternoon. My name is Mike Lawman. I'm a 40-year resident of the Tri-Cities and currently live in Pasco. To put that into prospective, I came here when Gerald Ford was the president and this was all farmland and there was nothing here.

I don't have a dog in this hunt. I don't work for a railroad. I don't work for Millennium. I have nothing to do with coal. But I'm a Washington resident and what I see in here is a battle between environmentalists and what they call nasty big business.

Environmentalists talk about something might happen, could happen, and what ifs. And they get all these speculations about all these horrible things that could happen, but they don't really have any hard facts. Actually, environmentalists are fun to watch at a distance, especially when they fight against each other.

I remember when they were down at Bonneville and it was save the salmon or save the sea lions. Who is going to win that battle? But the environmentalists want to tear down the dams. And they're -- in that process they're ignoring real life. What's going to happen to the people that depend on farming and water for farming? And they're just ignoring all of that.

I've heard the comment that eight trains a day are going to come through Pasco. That's one every three hours. When you ask them how many trains a day -- coal trains come through here now, nobody knows. The environmentalists don't know. They all get this propaganda from somewhere and they keep regurgitating and nobody seems to know what's going on. I look at the numbers in this flier. And this is the first time I've seen it. I've seen the numbers. It would be hard to look at $43 million and turn it down.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002396***

Received: 6/9/2016 6:10:02 PM
Commenter: Richard Laws
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Enough with the schedule delays, bring this process to a close.

Lawson, Matt (3098)

Submission Number: ***MBTL-SEPA-DEIS-0003098***

Received: 6/13/2016 5:28:38 PM
Commenter: Matt Lawson
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
This would be very beneficial to our communities and local economy

Submission Number: ***MBTL-SEPA-DEIS-0001034***

Received: 5/24/2016 6:19:51 PM
Commenter: Craig Leach
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0001609***

Received: 5/31/2016 5:46:51 PM
Commenter: Angelia Leair
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it’s time to let it. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0002271***

Received: 6/9/2016 4:44:15 PM
Commenter: Angelia Leair
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0000555***

Received: 5/19/2016 6:01:17 PM
Commenter: Gary Leaming
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please accept my comments on Millennium Bulk Terminals Longview DEIS. I approve of this project and would like to see its quick implementation. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002688***

Received: 6/13/2016 1:06:04 PM
Commenter: Stephen Leavens
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: ***MBTL-SEPA-DEIS-0002627***

Received: 6/13/2016 11:41:46 AM
Commenter: Susan Leavens
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002163***

Received: 6/7/2016 6:47:48 PM
Commenter: Benjamin Lebeck
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0000944***

Received: 5/24/2016 5:23:16 PM
Commenter: Michael LeBrun
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0002813***

Received: 6/13/2016 2:34:32 PM
Commenter: Matthew Lebsack
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002946***

Received: 6/13/2016 3:26:32 PM
Commenter: Matthew Lebsack
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

lebsack, matthew (3061)

Submission Number: ***MBTL-SEPA-DEIS-0003061***

Received: 6/13/2016 5:11:14 PM
Commenter: matthew lebsack
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-LV-M1-00066***

Received: 5/24/2016 12:00:00 AM
Commenter: Marcel LeChandler
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

May name is Marcel LaChandler. I'm a retired licensed practical nurse. I live in downtown Vancouver, Washington, two blocks from the rail yard. I hear and watch the trains coming and going all day long, all night, all four directions from the roof deck of my apartment building. I have experienced coal dust falling from a train crossing the berm on Columbia Way. It was during a political protest in 2012. A local restaurant passed out salsa and chips to the demonstrators. When the chips and salsa were set down, a coal train passed over the berm, traveling very slowly. Ten minutes later I reached for my salsa and found coal dust covering the lid of my container. It looked like a fine grade sand with bits of charcoal from a back yard barbecue. So my concern as a registered nurse, mother, and grandmother, is the health of my community, friends, our family's children and grandchildren. This coal dust has particulates containing sulfer dioxide, heavy metals, and benzyne to name a few that get into our air and water. These particulates are so small they get into respiratory tracts and then into the lungs, working their way through the bloodstream, distributing toxins throughout the body. These toxins increase changes of congestive heart failure, the likelihood of cancers, lung infections, immune disorders, renal dysfunction, osteoporosis, ataxia, and other neurological disorders. The dust also increases and antagonizes existing cases of emphysema, chronic obstructive airway disease, and asthma. As a nurse who worked on a medical floor of a local hospital, I have witnessed patients struggling to get their next breath. The end stages of these illnesses are very difficult for the patient as well as the care giver. I can assure you that you or your loved ones do not want that experience. I ask that you recommend Governor Ensley to say no to building of this coal terminal. EVENT HOST: Thank you very much. It's just about a quarter of four p.m., and we'll have a break at four. We're just going to go one at a time. We can get one more lottery number. We may end up looking at a second additional one to round this out. Next speaker, if you can come, and you'll have two minutes.

Submission Number: ***MBTL-SEPA-DEIS-0000582***

Received: 5/19/2016 6:27:03 PM
Commenter: Tim LeDuc
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays.

Lee, Clint (0799)

Submission Number: ***MBTL-SEPA-DEIS-0000799***

Received: 5/23/2016 4:51:09 PM
Commenter: Clint Lee
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Thank you for reviewing my comments. This project is deserving of an impartial EIS and should not experience further delays. Sincerely, Clint Lee DDS Clinterin@hotmail.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0002926***

Received: 6/13/2016 3:16:21 PM
Commenter: John Lee
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001581***

Received: 5/31/2016 5:24:06 PM
Commenter: Thomas Lee
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close â€" and move on to a permit decision. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0001504***

Received: 5/31/2016 2:21:49 PM
Commenter: Angel Leegaard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. When and how did coal dust become toxic

Submission Number: ***MBTL-SEPA-DEIS-0001904***

Received: 6/3/2016 7:11:14 PM
Commenter: Ruth Leeling
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
This is vital to the infrastructure of WY, and jobs

Submission Number: ***MBTL-SEPA-DEIS-0001867***

Received: 6/2/2016 6:14:06 PM
Commenter: Betty legerski
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0001109***

Received: 5/24/2016 7:28:02 PM
Commenter: Nicole Lehar
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Lehrman, Scott (3212)

Submission Number: ***MBTL-SEPA-DEIS-0003212***

Received: 6/13/2016 6:39:03 PM
Commenter: Scott Lehrman
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003250***

Received: 6/13/2016 7:11:12 PM
Commenter: Scott Lehrman
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I want to voice my support for the proposed Millennium Bulk Terminal export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0002477***

Received: 6/10/2016 2:19:55 PM
Commenter: Heath Leibel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***TRANS-LV-M1-00067***

Received: 5/24/2016 12:00:00 AM
Commenter: Tim Lein
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi. My name is Tim Lein (phonetic), and I'm a resident of Forest Grove, Oregon. My wife and I live in Forest Grove, although my wife works here in Longview as a trauma nurse. I am a member of the Association of the Northwest Steelheaders. I'm a recreational angler on the Columbia River. My concerns here today are the risks of the fish and the natural environment of the Columbia River. Not only does it support business and recreation, but there's some heritage there as well. I want some day to be able to take my twin grandsons fishing on the Columbia River and have a reasonable opportunity to catch a fish, and have a harvestable fish that we can eat safely and consume to support our families. And so I ask you to look at this proposal and realize that the potential impacts and the risks to our environment are recreational opportunities as well as commerce in the area. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002920***

Received: 6/13/2016 3:13:04 PM
Commenter: Georgie Leinweber
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003289***

Received: 6/13/2016 7:56:12 PM
Commenter: Pam Leland
Organization:
State: Minnesota

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Climate change is real - we MUST KEEP FOSSIL FUELS IN THE GROUND. We absolutely MUST NOT build more infrastructure that continues the business of dirty energy production, transportation and generation. The impact on the environment at the source of extraction where the earth is raped, all along the transportation lines where spills desecrate the land and water and put communities at risk via bomb trains/semis, and in the air and atmosphere when these dirty fuels are burned - this is insanity! There is NO "mitigation" possible - there is not a single 'spill' that has EVER been successfully cleaned up, no environment that has EVER fully recovered. This is UNCONSCIONABLE. STOP THIS MADNESS. Please DENY all permits for this dirty energy disaster.

Submission Number: ***MBTL-SEPA-DEIS-0000920***

Received: 5/24/2016 5:11:34 PM
Commenter: Tom leloff
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002425***

Received: 6/9/2016 6:26:29 PM
Commenter: Nick Lemiere
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001335***

Received: 5/26/2016 7:06:00 PM
Commenter: Donald Lemmons
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0000197***

Received: 5/10/2016 4:36:21 PM
Commenter: Mike Lemmons
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001640***

Received: 5/31/2016 6:10:02 PM
Commenter: Paul Lemon
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***TRANS-LV-M2-00035***

Received: 5/24/2016 12:00:00 AM
Commenter: Mike Lemons
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Mike Lemons (phonetic). I've lived in Kelso for 36 years and have worked in Longview for the last 18. For months now I've been listening and reading the comments of some of my neighbors opposed to this project with a sense of perplexed bewilderment.

If our forefathers, fathers, grandfathers, mothers, grandmothers had shared some of these same sentiments 90 years ago, this town wouldn't even exist. And all you opponents here tonight who don't even live in Cowlitz County, I just have this to say. Go home. You don't belong here.

Go back to your fancy offices and your glass towers and sip on your overpriced coffee drinks. Sip on your lavender infused vodka or whatever it is you drink and let the rest of us get to work.

In this community we work. We make the stuff people use and need every day. We don't sit around trying to invent the next money or time waster to sell to the world. And we sure as hell don't get in people's way when they are trying to make a living.

If you want to argue about burning coal and making electricity, take that argument to Asia. That debate does not belong here. Millennium simply wants to build a transfer station to move coal from trains to ships. And in addition, I would argue that Millennium has done more environmental cleanup in the last five years than most of us have done in all of our lives, certainly more than that the previous tenants did in the prior 70 years.

The Draft EIS clearly demonstrates that Millennium Bulk Terminal will not pollute or hurt our environment. The people of Millennium have been good stewards of the land and have complied with every requirement in their application. This site which is ideal for this type of facility has been underutilized for too long.

For 15 years we've been shouldering the burden of lost jobs, lost tax revenue. It's time to grant the permit and let the people of this community get back to work so we can prosper.

Earth, the Only Planet that Gives Birth to Life, HOW?? Earth is a Greenhouse!
Earth's Atmosphere is the Perfect Combination Greenhouse Gasses = Perfect Temperature

NASA tells us, "For 650,000 years, atmospheric CO2 has Never been above 350 ppm until NOW - 400ppm and rising!" !https://www.nasa.gov/

We MUST create a Just transition off coal/gas to clean energy NOW-NO COAL TERMINALS

U.S. Environmental Protection Agency (EPA) tells us
"Earth's climate is changing, peoples activities are the MAIN cause!"
https://www3.epa.gov/climatechange/kids/index.html

The EPA warns climate change is now destroying our ecosystem
https://www3.epa.gov/climatechange/kids/impacts/signs/index.html

"If humanity wishes to preserve a planet similar to that on which civilization developed and to which life on Earth is adapted, paleoclimate evidence and ongoing climate change suggest that CO2 will need to be reduced from [current levels] to at most 350 ppm." Dr. James Hansen Target atmospheric CO2: Where should humanity aim? http://arxiv.org/abs/0804.1126

WE NEED TO TRANSITION OFF FOSSIL FUELS NOW – NO COAL TERMINALS
You don't get another planet for your kids once fossil fuels destroys this one.

Submission Number: ***MBTL-SEPA-DEIS-0002876***

Received: 6/13/2016 2:57:26 PM
Commenter: William Lenoch
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000068***

Received: 5/3/2016 6:32:37 PM
Commenter: Steve Leombruno
Organization: Sierra Club
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I just say no to all any coal exports only because I live near the tracks where current train loads despoist soot and coal along the tracks and on to my deck and roof. It's disgusting and has to stop. Is the the best 21st century use of natural resources? If these terminals are railroaded through, not only would it affect local economies and traffic it would put at risk the health of the region between aerosol coal dusting through transport and the pollution of Puget Sound just so very few can profit from the destruction of the environment. Disaster Capitalism in all it's forms profits from the suffering of most of us. Say yes to rooftop solar, wind and fuel cell energy production. Clean, abundant energy for the 21st century and beyond.

Submission Number: ***MBTL-SEPA-DEIS-0001704***

Received: 5/31/2016 7:06:21 PM
Commenter: Scott Leonhart
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0000169***

Received: 5/9/2016 2:20:18 PM
Commenter: Russell Lerch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0001092***

Received: 5/24/2016 7:16:52 PM
Commenter: Russell Lerch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001658***

Received: 5/31/2016 6:22:50 PM
Commenter: Cindy Lesko
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***TRANS-PASCO-M1-00028***

Received: 6/2/2016 12:00:00 AM
Commenter: David Lethengren
Organization:
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 David Lethengren (phonetic). I'm from Richland. I grew up in Vancouver just a little south of Kelso/Longview.

I'd like to focus on the second reason that Mr. Brown had -- was going to talk about. One is the state has legitimate right to assess and assure the safe transport of legal goods through its borders. It has no right to kill any transport based on end use, i.e. CO2 emissions. There's three points supporting that. Coal leaving Washington's port will produce 93 billion kilowatts electricity over 20 years. This is enough electricity for over 15 million people. China has over a billion people living on less than $2 per day. This is a terrible precedent to set. That is having a few state politicians in Olympia start making interstate and local commerce decisions based on their own world view of how the rest of the world should live. What if Canada, Idaho, Oregon, and foreign ports stopped all shipments of oil, gasoline to Washington because of its end use CO2 emissions? How hypocritical is that?

Third, this decision by the state will undoubtedly harm relations with our overseas trading partners.

In conclusion, the state of Washington has neither a valid right nor scientific basis to deny these permits because of CO2 emissions of the end use coal shipments.

Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00054***

Received: 5/26/2016 12:00:00 AM
Commenter: Allan LeTourneau
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Allan LeTourneau, and I'm a 73-year resident of the city of Spokane.

Coal is disastrous to the world and the chief contributor to global warming.

I'm not here for my own benefit. There is not enough time in my life for that. I'm here for the benefit of future generations. While our nation is passing laws to decrease pollution in our atmosphere and adopting new technologies to further protect our plane, we're losing ground in this world battle because nations throughout the world will not do their part to stop destroying our planet.

Anybody who pays attention to the daily events of the world has to be concerned about the damage we see every day. Have we noticed the extreme storms, tornadoes and flooding in the Midwest, South and Southeast states? Billions of dollars in damage and lost lives nearly every day.

Have you noticed how your insurance rates are rapidly rising for your vehicles and homes due to all the flooding and wildfires?

The scientists throughout the world are a hell of a lot smarter than we are and our government officials are. They are constantly warning us of the danger lying ahead. China is not going to stop burning coal. However, we can stop providing the coal and force them to invest in clean energy technologies.

That effort can start right here in Spokane and the state of Washington. It has to start somewhere, so why not here today? The billionaires have made their billions in the coal industry. They will not starve to death if we cut off their gravy. However, our politicians may suffer without the millions of dollars in political campaign contributions. Numerous industries have been diminished as times change in the world.

If we've been paying attention, we would have noticed that the polar caps are vanishing more every year, whereas there used to be stability with weather when we had low pressure sitting over the polar caps most of the year. Now there is no stability and the weather systems are running wild throughout the world and throughout the year.

And what about the thousands of residents that are moving to the inner city and the tremendous investment in renewing our beautiful city? Should these residents be forced to breathe diesel fumes throughout the day? This does not create a healthy environment for our community.

You may have noticed how difficult it has been for farmers and numerous industries to get their freight moved throughout the nation due to the crowding of rail lines across the nation by coal and oil trains. It is time for our nation to take a stand and put our priorities in order, for the best interests of our citizens and the best interests of our children and grandchildren.

Allan Letourneau
(509) 230-9521
Allanle43@aol.com

LeVan, Jo (2186)

Submission Number: ***MBTL-SEPA-DEIS-0002186***

Received: 6/7/2016 7:06:20 PM
Commenter: Jo LeVan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002975***

Received: 6/13/2016 3:48:20 PM
Commenter: Carol Levanen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002300***

Received: 6/9/2016 5:00:43 PM
Commenter: Robert Lewandowski
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water, coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001744***

Received: 6/2/2016 12:44:32 AM
Commenter: Arthur Lewellan
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
The States of Washington Oregon, western states generally depend upon 'value-added' export facilities, more than raw fossil fuel export. Longview export shipped there on rail lines dedicated to fossil fuel shipment reduces options for future trade based on natural and organic goods, export and import. The CRC I-5 Bridge replacement holds the region hostage. West Hayden Island marine terminal is a no go. Imagine, 90 degree spur operation both directions. Amtrak never faced a more obstinate RR carrier, Warren Buffett unacceptably mismanages BNSF.


Lewellan, Arthur (1744)

Submission Number: ***MBTL-SEPA-DEIS-0000206***

Received: 5/10/2016 4:44:22 PM
Commenter: Heather Lewis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Lewis, Jim (2313)

Submission Number: ***MBTL-SEPA-DEIS-0002313***

Received: 6/9/2016 5:11:23 PM
Commenter: Jim Lewis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002288***

Received: 6/9/2016 4:53:36 PM
Commenter: Joyce Lewis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0001261***

Received: 5/26/2016 6:25:09 PM
Commenter: LuLu Lewis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***TRANS-SPOKANE-M2-00027***

Received: 5/26/2016 12:00:00 AM
Commenter: Mike Lewis
Organization: Washington State Energy Office & Spokane Regional Council
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hi. I'm Mike Lewis, former researcher and educator for Washington State Energy Office, Spokane Regional Council, among others.

And I want to say that coal and oil have delivered an enormous benefit to humanity. They have begun to free us from physical Toil, but they cannot deliver energy abundance for all of us.

Furthermore they now threaten to destroy us. For the first time in human history we face two self-created imminent and urgent threats to our survival on earth. And one is today's scale of fossil fuel combustion generating atmospheric carbon and creating climate turbulence.

For years the pentagon has said it's our greatest security threat. And now, cautious climate scientists are alarmed as climate change grows much faster than they had predicted, accelerating exponentially towards our destruction.

Fortunately we have an extraordinary solution. Counter-accelerating exponentially towards our salvation. Solar and wind, geothermal, and a sprinkling of other truly renewable energy technologies. The only ones that can deliver global abundance, clean environments, and durable peace.

Despite half a trillion a year in taxpayer subsidies skewed against them, they grow exponentially in both productions and capital investment. Cheaper now, and delivering more new generation capacity than all fossil and nuclear generation combined.

We must take that half a trillion and instead subsidize the transition of these coal workers to better, cleaner, safer, and more abundant jobs in regionally-based renewable energy industries, providing them income support, health care, and pension security and training. They're skilled people and they can do this. We must invest in them.

We must also welcome the more than 300 billion a year in private renewables investment and back it up to public investment. We must immediately terminate coal and oil generation, leaving it in the ground as it threatens our survival.

We must pursue the renewables solution. Now adding over 120 new GW/Y = 30% all US coal fired gen capacity

But full spectrum acceleration is required, for we are now at that critical moment when both the remarkable growth of efficiency and renewables and a tsunami of new investment enable the swiftest possible transition. This must not be forestalled by continued coal investments and subsidies.

In the last 1/4 of the 20th Century the bpa field test several large wind generator designs here in the PNW then during the 1980's this R&D was dropped. But the development of modern wind power continued in Europe.

Now just about 3 decades later wind energy generation is the world's fastest growing energy technology now costs less than coal or any other EGT

Today wind.

We have been importing wind.

Submission Number: ***MBTL-SEPA-DEIS-0001984***

Received: 6/6/2016 2:35:57 PM
Commenter: Shane Lewis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0000580***

Received: 5/19/2016 6:25:03 PM
Commenter: Donna Lhotak-Crippen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0003368***

Received: 6/13/2016 11:05:53 PM
Commenter: Paulette Lichatowich
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I concur with the comments on the Millennium Bulk Terminal DEIS written by the group, Safe Energy Leadership Alliance, dated June 8, 2016. I support their summary statement of this DEIS and submit it for the record as part of my comments on this facility. I urge you to comprehensively evaluate the impacts faced by communities beyond the immediate area of Longview, Washington. “The DEIS fails to provide a full and accurate assessment of direct and indirect impacts on traffic, public safety, air and water quality, protected areas, fishing access, and economic development across the region impacted by related rail and barge traffic. Even with these shortcomings, the DEIS still identifies several significant adverse impacts extending far beyond the local project area with uncertain mitigation. Many of the proposed mitigations fall into the category of monitoring or coordination, raising the concern that the burden of costs for physical mitigation will fall to local communities along rail and barge lines. From the perspective of regional economic development, the proposed project represents a risky investment in a declining commodity with significant impacts to our health and environment. The final EIS must provide a more robust analysis of full costs and m of this proposal to communities across the impacted region.” Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001438***

Received: 5/28/2016 3:35:31 PM
Commenter: Scott Lieuallen
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I think building the terminal is a bad idea for our environment and the economy. With respect to the DEIS there really isn't any way to mitigate the effects of the diesel emissions from the trains, or the coal dust from uncovered cars in the Gorge. Providing a complaint line for reporting coal dust doesn't pass the sniff or the laugh test. Has it really come to this? We are willing to sell our environment and our children's future for a few jobs? Either tighten up the DEIS considerably or deny the permit.

Submission Number: ***MBTL-SEPA-DEIS-0000976***

Received: 5/24/2016 5:44:26 PM
Commenter: Barbara Limone
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003237***

Received: 6/13/2016 7:05:10 PM
Commenter: Lee Lind
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0002078***

Received: 6/7/2016 4:38:15 PM
Commenter: Grant Lindblom
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0001586***

Received: 5/31/2016 5:27:34 PM
Commenter: Steven Linde
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001894***

Received: 6/3/2016 12:39:17 PM
Commenter: Erich Lindemann
Organization:
State: California

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As a frequent visitor to Southern Washington for a variety of recreational reasons. I don't want even more pollution than already exists and this new project is so ripe for environmental disaster that there is no way an EIS could show anything but harm.

Submission Number: ***MBTL-SEPA-DEIS-0002153***

Received: 6/7/2016 6:39:48 PM
Commenter: Paul Lindgren
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

June 7, 2016

Millennium DEIS Public Comment

Thank you for the opportunity to provide input for the DEIS recently released for the proposed coal export terminal in Longview, WA. I have the following comments for two areas of interest in which I have expertise as a Port of Longview staff member for 17 years, now retired. The areas of interest are rail and bulk terminal/vessel loading operations. I apologize if it is apparent that I did not read the DEIS in its entirety and some of my comments may or may not reflect the positions and findings of the study.

Rail: this project cannot go forward until the Reynolds lead from the switch yard to the coal site is totally upgraded and the intersections with rail have been separated. While there are plans to change the intersection at Oregon Way and Industrial, no other plans are forthcoming for the remainder of the at grade crossings. When the Port of Longview was looking to bring in ADM to export grains in the late 90's, the Port hired Mainline Management, a rail consulting firm, to review the ingress and egress of unit trains and its effects upon vehicle traffic. With volumes of 5 million to 10 million tons of grain the Port and ADM learned that this volume would overwhelm traffic particularly at the bridge. The Port then constructed the alternate rail corridor into the Port thereby bypassing the old route over Industrial Way. The cost was millions and a new overpass to Longview Fibre had to be built to insure staff could get to work on time and emergency vehicles could pass quickly. The railroads contributed nothing in terms of investment dollars to this project. Today the State is looking at $ 85 to $ 200 million to handle coal trains to the terminal and I'm sure the railroads again will not participate and neither will the proponents. So when Millennium came to town in 2010 offering 5 million tons per annum of coal exports I was concerned enough to attend the Cowlitz Commission meeting which at the time was considering the issuance of a Shoreline permit. Honestly I don't believe anyone in the room had a clue as to the impact of 5 million tons in unit trains routed over the old lead would cause to the traffic and emergency access to this community. Since then proponents had to fess up to their real intentions to ship 44 million tons and have made no attempt to reconcile the cost of the rail upgrades to facilitate rail through town. Mitigation: I would recommend that even at a base level of 5 million tons the grade separations must be in place first before terminal operations can begin.

Terminal operations and Fugitive Emissions: there has been much public concern for the issue of dust or better known as fugitive emissions. I am unaware of the science within the DEIS as regards emissions emanating at the terminal which is open to the prevailing westerly winds coming upstream without a windbreak. Bulk terminal operations are to employ BAT to control fugitive emissions. The best available for a coal terminal is sprinklers putting water on the piles. Now imagine, if anyone can, 75 acres of coal piled at different heights and moving 10's of thousands of tons of coal in and out of those piles every day. The numbers in the DEIS appear to me to vastly underestimate what I believe will be the reality of the experience particularly during hot windy days. There are few benchmarks in the United States and the world to adequately understand fugitive emissions from experience for a 44 million ton mega terminal having 550,000 MT of coal in surge piles on the ground at all times, uncovered and subject to the elements. Honestly, I cannot imagine or grapple with that volume of cargo. Maybe Australia. We do know that winds will cause a significant elevation of fugitive emissions and this has

been recorded at the Westshore coal Terminal in Canada. Most bulk terminals operate covered facilities not open as in coal. In my experience at the Port, if I solicited 4,000 tons of coal for the Port without being stowed in covered storage the Environmental Director would have laughed at me and turned it down. My best guess, and its without proof, is that this terminal will expose the community to fugitive emissions within 3 miles of the terminal on windy days and the annual loss of coal will be in the neighborhood of ½ to 1 percent or upwards of 440,000 tons per year. The only way to really measure the loss is to exhaust the pile and compare the reclaim volumes and this will not happen. I don't believe anyone has a handle on this subject and coal dust is difficult to discern in the air with the naked eye. Interestingly the CEO of Millennium who spoke at the hearing about dust has no background or experience in bulk terminal operations. I recommend that this subject go back to the drawing boards and a member of ecology's staff visit a mega terminal somewhere in the world to understand better the impact open coal storage will have on the greater community and in particular the Highland's area and Weyerhaeuser. As an aside I can't imagine how Japan will react when their newsprint loaded just upstream at the Weyerhaeuser dock out turns with black dust on the rolls. There will no doubt be coal dusting during vessel loading operations at the spout and the Weyerhaeuser mill will be most in line to receive the fugitive emissions. Coal will find its way into the River during vessel loading operations and any other day. Simply put there is no way in an open storage environment to effectively control the coal dust/fines with a BAT of sprinkler heads and the dust/fines will escape and find its way into the air and into the Columbia River. This project should not go forward with this volume of cargo per annum with unknown consequences and I therefor recommend that the project not be permitted.

Sincerely,

Gary Lindstrom
Lindship Maritime Services
1403 18th Ave., Longview, WA
360-431-8653
lindship@gmail.com

Submission Number: ***TRANS-LV-M2-00023***

Received: 5/24/2016 12:00:00 AM
Commenter: Gary Lindstrom
Organization: LINDSHIP Maritime Services
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Gary Lindstrom, I'm a resident of Longview and owner of LINDSHIP Maritime Services. My company provides marine cargo surveys for renewable wind energy components and project cargos. Previously with ocean carriers in the Port of Longview, I have considerable experience in both ocean shipping, port terminal operations, and rail.

I would urge you to revisit the dust issue with the 550,000 ton pile of coal, surge pile, and the dynamics of moving tens of thousands of coal in and out a day. My experience in bulk terminal's operations is primarily with commodities handling bulk such as (inaudible) and grains.

It's been my experience that all cargo is dust. It's just the nature of the beast. The question really is can you mitigate 75 acres of coal, 500,000 tons, on that dynamics of eight trains in and the large Panamax ships going out.

The DEIS reports it would take about 840 ships annually making 680 transits along 62 miles of the Columbia to export 44 million tons. In my experience this is an unprecedented volume in cargo and vessels. And I think the risks along the river are dramatically increased with this volume of cargo. I would urge that this be carefully looked at, and I would definitely strongly advocate on both these counts that the no action alternative be taken.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002431***

Received: 6/9/2016 6:41:34 PM
Commenter: Alene Lindstrand
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0002892***

Received: 6/13/2016 3:01:32 PM
Commenter: Arlene Lindstrand
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life. Sincerely, Alene C. Lindstrand collie_mamma@msn.com 99206

Submission Number: ***TRANS-LV-M2-00063***

Received: 5/24/2016 12:00:00 AM
Commenter: Deacon Linich
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. My name is Deacon Linich (phonetic). I'm here representing upwards of 10,000 union labors in the state of Washington. I think any situation where we can potentially provide our members and other tradesmen with 2600 direct and indirect jobs and 300 long term jobs is an amazing opportunity for southwest Washington.

These are good paying family-wage jobs that support many families and have a history of doing so in Cowlitz and Clark County. I think everybody would love to flip a switch and have a solution to where we're not relying on coal, and oil, and fossil fuels. But we don't. And this is the way for us to bridge the gap while providing family-wage jobs.

If we can have a hydrogen factory or fairy dust, or whatever, wouldn't give a fish a cold, I think we all would be in favor of it. But we don't have that solution. Until them why not provide family wages for southwest families while we bridge the gap.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001863***

Received: 6/2/2016 6:11:19 PM
Commenter: Jeff Lippert
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Monday, June 13, 2016

Millennium Bulk Terminals EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Please reject proposal to build the nation's largest coal export terminal -- Millennium Bulk Terminals-Longview SEPA Draft Environmental Impact Statement

Dear Washington Department of Ecology, Cowlitz County, and Army Corps of Engineers,

Thank you for accepting comments on the Draft Environmental Impact Statement (EIS) for the largest coal export terminal proposal in the nation, the Millennium Bulk Terminals project. Many threats to public health and safety have been identified in the Draft EIS. This project threatens our climate and would harm our health and safety, air and water quality, natural resources, and communities throughout the Northwest, with the most intense impacts felt by residents of Longview, WA, and surrounding towns. I urge your agencies to protect public health and natural resources and reject coal export. I support the “no action” alternative and I urge your agencies to protect public health and natural resources and reject coal export.

> *“Our duty to the whole, including to the unborn generations, bids us to restrain an unprincipled present-day minority from wasting the heritage of these unborn generations. The movement for the conservation of wildlife and the larger movement for the conservation of all our natural resources are essentially democratic in spirit, purpose and method.”*
> *-- Theodore Roosevelt*

This dirty project will undermine local, state, and federal efforts to combat climate change. If the Millennium Bulk Terminals project is approved, it could send 44 million tons of coal to Asia every year. That would be the equivalent of adding 600,000 new cars to the road each year. And when one accounts for operations and all the coal that would be burned in Asia, it is the equivalent to an increase of more than 2.5 million metric tons of global warming pollution per year. Considering rail and vessel emissions alone, this project would be one of the biggest greenhouse gas emitters in Washington State. The project would dramatically increase greenhouse gas emissions at a time when the Pacific Northwest and our nation must move rapidly toward more sustainable energy sources. The Northwest is leading the nation in the fight to combat climate change, but coal export undermines the region’s hard work to combat climate change and protect future generations.

> *“Then I say the Earth belongs to each generation during its course, fully and in its own right, no generation can contract debts greater than may be paid during the course of its own existence.”*
> *-- Thomas Jefferson*

The Draft EIS reveals many serious impacts to human health and the environment. It dismisses other impacts without a valid basis. The transportation of this coal poses a risk for everyone in its path. The coal would be sourced from mines in Montana and Wyoming, then loaded into uncovered boxcars to be transported by rail to the proposed terminal on the Columbia River. Coal dust from the mile-long coal trains would pollute nearby communities along the rail route, threatening clean air and water. Once the coal arrived at the Longview terminal, it would sit in enormous open-air piles, where winds would blow coal dust into the city of Longview, creating a public health hazard. The Final EIS should incorporate the best available science, real world examples, and a comprehensive Health Impact Assessment. The agencies undercut public, tribal, and agency input by failing to complete a Health Impact Assessment before releasing the Draft EIS.

> *"It is horrifying that we have to fight our own government to save the environment."*
> *-- Ansel Adams*

Coal trains and ships emit dangerous and deadly diesel particle pollution. The Draft EIS demonstrates Millennium would have a severe impact on rail and road congestion and the increased shipping would threaten the tourism and fishing industries on the Columbia River. Because Millennium cannot fix these significant harms—from mine to terminal to the Pacific—the agencies should deny the permits. Coal trains derail, threatening homes, businesses, and the environment. Coal ships have accidents that threaten the health of our rivers and drinking water supplies. Emergency responders along the rail lines and at the export terminal in Longview, WA would face considerable delays at at-grade crossings and the terminal itself. These threats are well documented in the Draft EIS.

> *"As we peer into society's future, we—you and I, and our government—must avoid the impulse to live only for today, plundering for our own ease and convenience the precious resources of tomorrow. We cannot mortgage the material assets of our grandchildren without risking the loss also of their political and spiritual heritage. We want democracy to survive for all generations to come, not to become the insolvent phantom of tomorrow."*
> *-- Dwight D. Eisenhower*

In some instances, the Draft EIS claims mitigation can reduce coal dust, rail traffic, and other project impacts. For example, to mitigate coal dust from the terminal, the Draft EIS proposes a reporting process for coal dust complaints. This borders on offensive. A phone call or email to complain about coal dust fouling a person's lungs, home, and river is not "mitigation." The agencies should revise the Draft EIS and remove inadequate, unsupported, and unenforceable mitigation.

> *"It is our task in our time and in our generation, to hand down undiminished to those who come after us, as was handed down to us by those who went before, the natural wealth and beauty which is ours."*
> *-- John F. Kennedy*

The Draft EIS also fails to adequately address the cumulative impacts of other fossil fuel export projects proposed to be built in communities along the Columbia River in Washington and Oregon. This must be remedied in the Final EIS.

> *"Every man who appreciates the majesty and beauty of the wilderness and of wild life, should strike hands with the farsighted men who wish to preserve our material resources, in the effort to keep our forests and our game beasts, game-birds, and game-fish—indeed, all the living creatures of prairie and woodland and seashore—from wanton destruction. Above all, we should realize that the effort toward this end is essentially a democratic movement."*
> *-- Theodore Roosevelt*

The project will have disproportionate negative impacts on low-income, minority, and tribal communities along the rail route and near the terminal. I request that a comprehensive Health Impact Assessment with a public review process be included in the Final EIS.

> *"Do not suffer your good nature, when application is made, to say 'Yes' when you should say 'No'. Remember, it is a public not a private cause that is to be injured or benefited by your choice."*
> *-- George Washington*

To save our climate and communities, we must keep more than 80% of fossil fuels in the ground and finance a just transition to 100% clean energy by 2050. Those goals are incommensurate with new coal export terminals like Longview. Based on substantial threats to human health and safety that cannot be avoided or mitigated, please deny permits for the Millennium coal export project and select the "No Action Alternative." Please make the right choice for our climate, our environment, and the health of communities in the Pacific Northwest. I urge your agencies to protect the Pacific Northwest and say no to coal exports in Longview.

> *"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise."*
> *-- Aldo Leopold*

Thank you for your consideration of my comments. Please do NOT add my name to your mailing list. I will learn about future developments on this issue from other sources.

Sincerely,
Christopher Lish
San Rafael, CA

Submission Number: ***TRANS-LV-Q1-00052***

Received: 5/24/2016 12:00:00 AM
Commenter: Ann Little
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Ann Little. I've been a social worker in this community for 30 years. Our poor cannot take more havoc in their life. With trains, ships, disasters, health care that isn't adequate, they haven't done a health assessment yet on this. That is paramount. And I think this really is the stupidest thing I've ever seen when the eleventh hour of the legislature gave 85 million dollars to build an intersection at the bottom of the bridge. They've had three separate designs, none of them worked. There is no reason to believe that this would ever be successful. The State can't get a bridge over I-5 with Oregon. We can't lose our Columbia River, we can't, 1,700 additional ships a year. That's an extra five a day basically, almost six a day. They project 2.8 major accidents on the Columbia. We owe our children as responsible adults and able to -- I'm college educated. This makes no sense. Six out of seven communities have said no. It's a no brainer to me, and I do vote and my family votes and my friends vote, and the Commissioner, Dennis Webber, has been taking checks from the state of Washington and the county for an awful long time. I'll just say that. The Chinese people deserve better. We shouldn't be selling something that is killing their children. What I've read recently is that they have developed in Korea a new way to process coal and some of the byproduct is used for jet fuel. It's a war machine, it's a war machine. Nobody wins other than maybe, you know, 30 percent of Millennium people. That would be about 33 people here. The cost is way too great, way too great. I have a 22-year-old son that had asthma. Nobody in our house smoked, we didn't have cats, we didn't have dogs, we didn't have -- that is absolutely the most horrific thing to see when you wake up in the morning or the middle of the night and you've got a kid barking like a seal, and my husband saying is he going to die because his lips are blue. Technology, the isotopes in coal are more minute than you would ever imagine. We've got to learn by history, we've got to learn by history. The Netherlands did a lot of coal mining, black lung, black lung, black lung. The Appalachians, black lung. I worked at Reynolds Metals. My dad was a physician there. It employed 1,200 people. It was four shifts, A, B, C, and D and insurance all the way around. This much for 133 -- or 90 people, it's ridiculous. It is absolutely ridiculous. Thank you.

Little, Cheryl (0431)

Submission Number: ***MBTL-SEPA-DEIS-0000431***

Received: 5/17/2016 6:52:33 PM
Commenter: Cheryl Little
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0001078***

Received: 5/24/2016 6:58:30 PM
Commenter: Cheryl Little
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***TRANS-LV-M1-00064***

Received: 5/24/2016 12:00:00 AM
Commenter: Dawn Little
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. My name is Dawn Little, and I live in Longview. And I live off the highway there. And I wanted to let people know that I'm against the coal because I have grandchildren that have asthma, and I believe that health is more important than anything else. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000579***

Received: 5/19/2016 6:22:30 PM
Commenter: Frank Little
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Enough with the schedule delays, bring this process to a close.

Submission Number: ***TRANS-LV-M2-00025***

Received: 5/24/2016 12:00:00 AM
Commenter: Robert Little
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello, my name is Robert Little (phonetic). I live in Longview. I've been up here before the last time. I speak from a personal experience that I don't agree with the coal terminal for -- the reason is I've lost family members that have recently died due to the -- even the current modifications of working with coal.

And I have health issues myself, and I live right in the area where they're wanting to put this. And the winds from that would blow directly to my house. No thank you.

Thanks.

Anthony Littleleaf
Warm Springs ore.

Water Quality. Air Quality and The fish.

Coal dust Contains an array of Toxins which are poisnous To Virtually all Life forms. in the Long-run These Toxins Could Create a dead Zone in the Columbia River. putting at "Risk of extinction" Some Salmon That are already on the endangered-Species List. Warm Springs has Wild Spring Chinook Salmon and a fish hatchery, annually They release Thousands of Juvenile Salmon into the Warm Springs river, These fish Join the Millions of "Zone Six" Smolts and Join With the Juvenile Salmon from the Lower river fish Hatcheries, Most of the migration don't go Straight out To the Ocean, millions of these Juvenile Salmon hang around and Live in freshwater for One To Three years, before they migrate To the pacific Ocean, Mean While These young fish Need food NUTRIENTS Such as insects and they Need The foilage Which Shelters them from predators. The Toxic Solution in the Coal dust Will Cause this aquatic Life and habitat To die off.

a Speeding Train Transporting Coal Creates dry Coal-dust particles, To be Carried by the gorge Winds and the dust Will Settle and accumulate all up and down the Columbia river gorge, Not Just in Longview. pollution To the river occures as rainfall and Snow Melt move over and Through the ground picking up pollutants as they go, the Storm Water Will run into Storm drains from Suburban roads, highways also erosion water from the hills and raparian areas will enter into the Columbia river Causing havic. The Coal dust will also affect human health, many people who don't have Lung-disease Will end up With Serious Lung problems, and those With pre-existing Lung disease may die off from the Toxins. Transporting Coal by Train Will be "Catastropic" Causing high Mortalities and Will Jeopradize the Juvenile Salmon, Causing future returns of up river adult Salmon To be dangerously Low. Anthony Littleleaf. a Warm Springs Tribal fisherman Opposed To Coal Transportation by Train.

Submission Number: ***TRANS-LV-M2-00015***

Received: 5/24/2016 12:00:00 AM
Commenter: Anthony LittleLeaf
Organization:
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 Anthony Little Leaf. I'm from Warm Springs, Oregon. Water quality, air quality, and the fish, coal dust is an endangering array of toxins which are poisonous to virtually all life forms.

Toxins create a dead zone in the Columbia River. And we don't want to pollute the Pacific Ocean, putting at risk the extinction of some salmon that are already on our endangered species list.

Warm Springs has a lot of spring chinook salmon and a fish hatchery. They release thousands of juvenile salmon into the Warm Springs River. These fish join millions of fish from zone six and also from the lower river hatcheries.

Most of them, the migration, don't go straight out to the ocean. These juvenile salmon hang around and live in fresh water from one to three years before they migrate to the Pacific Ocean. Meanwhile these fish need food and nutrients, such as insects.

The toxic solution and coal dust will cause aquatic life and habitat to die off. Transporting coal by train will be catastrophic, causing high mortalities and will jeopardize the juvenile salmon causing future returns of upriver adult salmon to be dangerously low.

Thank you.

Submission Number: ***TRANS-LV-Q1-00061***

Received: 5/24/2016 12:00:00 AM
Commenter: Therese Livella
Organization:
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 Therese Livella, and I live in La Center, Washington. In 2014 shortly after relocating to Washington, I was on meetup.com looking for a hike. What I found was the Sierra Club and an activist adventure I am still on. Since then, I've only been on a few hikes, but I've been to countless hearings and community meetings regarding oil by rail, coal, and LNG terminal threatening this beautiful area I now call home. History shows us that companies dealing in hazardous materials have a track record of disposing of toxins at huge public cost. I was recently at another hearing here in Longview where cleanup for the Reynolds factory was being discussed. Does Longview really need another Reynolds to clean up after? In this proposal for the Millennium Bulk Terminal, each year up to 365,000 uncovered railcars full of dirty coal will travel through Washington. Think about that for a moment, 1,000 train cars a day. Each of those uncovered cars will leave immeasurable amounts of coal dust, not just in Longview, but scattered all along the rail lines throughout the state. High winds will carry that dust for miles bringing asthma and other health issues to thousands of unsuspecting Washingtonians who don't even live on the rail lines or near the terminal. People like me who are hoping that their house will be far enough away. The DEIS offers no proven mitigation response. That's because there is not one. Portland has been in the news recently due to glass factories that are poisoning children. Those companies are closing their doors and laying off workers, so much for local jobs. Approving this terminal would be like making a deal with the devil. They will promise you jobs, then give you asthma. They will promise you jobs, then watch as your property values plummet. They will promise you jobs, then walk away as you figure out how to clean up the mess they made. Deny this coal terminal. Longview can do better than dirty coal.

Submission Number: ***MBTL-SEPA-DEIS-0003294***

Received: 6/13/2016 8:02:12 PM
Commenter: Cinthia Llama
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003261***

Received: 6/13/2016 7:18:35 PM
Commenter: Cintia Llamas
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscores my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. Washington has long depended on trade and exports as a vital part of our economy, directly and indirectly creating 40 percent of all our state's jobs. Ushering in developments like Millennium Bulk Terminals - now thoroughly reviewed and vetted - will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0003382***

Received: 6/13/2016 11:58:34 PM
Commenter: Steve Llewellyn
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I respectfully urge the Washington Department of Ecology and Cowlitz County to select the "No Action" alternative in the Final DEIS. I have many reasons why I am strongly opposed to the Millennium Bulk Terminals-Longview. First, it is unconscionable that the DEIS primarily focused on the project site and essentially ignored the significant and harmful impacts of this proposed project on Eastern Washington and rail communities outside Washington State. Also, I am very concerned that the DEIS does not incorporate a Health Risk Assessment. Coal pieces and coal dust particulate matter escaping from coal cars and diesel particulate matter are all a serious public health risk to people (particularly children) along the rail lines and to the Spokane River and other inland NW Rivers, waterways and wildlife. We in the Spokane area are also very concerned about the public health consequences as a result of the delayed emergency response time that will be caused by the increase in rail traffic at all at grade crossings in Spokane County. It is beyond argument that if this facility is built it will be one of the biggest greenhouse gas emitters in the State of Washington and it would increase GHG emissions by approximately 30%. This will dramatically exacerbate global climate change. You cannot ignore the fact that your decision will impact, either positively or negatively, the residents of Washington State for generations to come. I urge you to make the decision that is in the best interests of the health of the residents of Washington State and in our adjoining states. In conclusion, I respectfully urge both DOE and Cowlitz County to select the "No Action" alternative in the Final DEIS.

Submission Number: ***MBTL-SEPA-DEIS-0000876***

Received: 5/24/2016 4:42:55 PM
Commenter: Ronald Lockard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001090***

Received: 5/24/2016 7:15:23 PM
Commenter: Edward Locke
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0003393***

Received: 6/14/2016 12:52:12 AM
Commenter: Louis Locke
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. I believe the system is broken! It should not take this long to approve the necessary documents to proceed. Our manufactory is in ruins and until we can right the ship we need to sell our rich natural resources. Our way of life will rapidly decline toward third world status unless these types of investments are made. Raising a family is tough, and this economy is not making it any easier. That’s why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible. Sincerely, Louis G Locke Jr louiscarol@msn.com 98632

Locken, Korrie (3367)

Submission Number: ***MBTL-SEPA-DEIS-0003367***

Received: 6/13/2016 11:04:26 PM
Commenter: Korrie Locken
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Shutting the coal and oil industries down has greatly impacted many of us who don't work within the industries.

Submission Number: ***MBTL-SEPA-DEIS-0001458***

Received: 5/30/2016 11:18:00 AM
Commenter: Stephen Lockwood
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is the wrong energy source to be developing. It causes the greatest risk of climate change, and this proposal contains several other specific problems. Mining coal at such great distance from its use increases transportation costs and energy expenditure. Moving coal by rail often releases hundreds of pounds of coal dust per car per mile, a hazard to human, and other, health. This proposal would build massive infrastructure for an unwise and relatively short term use. It would cause low value congestion of our region's rail system, increasing delays for all, including emergency responders. When energy sources need to be developed, they should be as close to the points of use as possible, and as carbon neutral as we can make them. Future generations deserve as much. This project unfortunately would move us in the wrong directions.

Submission Number: ***MBTL-SEPA-DEIS-0003095***

Received: 6/13/2016 5:26:19 PM
Commenter: Juan Loera
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002744***

Received: 6/13/2016 2:01:39 PM
Commenter: Kimberly Loera
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001985***

Received: 6/6/2016 2:36:39 PM
Commenter: Thomas Loewen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support this project to provide jobs for families in WY. It is imperative we use our natural resources for the benifit of our state, country and its people. It needs to be done in an environmentally friendly way and move forward without delay!

Submission Number: ***MBTL-SEPA-DEIS-0001315***

Received: 5/26/2016 6:58:38 PM
Commenter: Eric Lofgren
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn't threaten trade or the jobs that depend on it. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0000444***

Received: 5/17/2016 7:05:46 PM
Commenter: Gail Lofing
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. I appreciate the agencies’ hard work on reviewing this project. Please don’t let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0000445***

Received: 5/17/2016 7:07:04 PM
Commenter: Toby Lofing
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0001838***

Received: 6/2/2016 5:52:48 PM
Commenter: Barbara Lofquist
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0001505***

Received: 5/31/2016 2:22:38 PM
Commenter: Thor Loftsgaard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Washington state is not the only recipient of the economic benefits of this terminal. This port would serve to improve the lives and stability of jobs on our reservations, as well as all the support service providers throughout Montana. These benefits are far reaching and should taken into account as more reason to help support the progress of this project. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough â€" now it is time to move forward with a fair process for permitting. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project. Sincerely, Thor Loftsgaard tloftsgaard@modernmachinery.com 59101

Submission Number: ***MBTL-SEPA-DEIS-0000187***

Received: 5/10/2016 3:25:05 PM
Commenter: Heidi Logosz
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The facts speak for themselves and they speak loudly. Please do not approve the Millennium Coal Export Terminal in Longview. The precedent has been set with the Gateway Pacific Coal Export Terminal. Respectfully, Heidi Logosz

Submission Number: ***MBTL-SEPA-DEIS-0001181***

Received: 5/25/2016 8:13:59 PM
Commenter: Roger Lohrer
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As a washington native, now living in Montana, I reject the establishment I of a coal terminal in Longview. Coal is not a viable source of energy anymore. Why ship it to China, only to be burned with few restrictions and end up with more carbon here? Roger Lohrer

Submission Number: ***MBTL-SEPA-DEIS-0001819***

Received: 6/2/2016 5:33:28 PM
Commenter: Malisa Long
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***TRANS-SPOKANE-M2-00063***

Received: 5/26/2016 12:00:00 AM
Commenter: Matthew Long
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi there. My name is Matthew Long. And I'm a little stage shy, but first of all I'd like to thank you guys for hosting this meeting today. I appreciate it.

Everyone here in a red shirt right here, we're all representing our communities as community members. I just wanted to highlight the integrity of what we're here for, and what we're really trying to do to make sure we're protecting is that continual care for the people that we care about. Probably the reason why you guys are here, too.

Now, you know, the idea that you get a low amount of exports or a high amount of jobs is a typical bait and switch which comes to those companies. And when it is the risk of a product that includes mercury, arsonic, and lead in it, it loses, and it's been proven to lose lots of the substance as it goes through our communities, that the risks to our schools, hospitals, retirement facilities, at-risk people here that we're trying to maintain the livelihood for, that that is a big part ever the community in the last five years, and we're not stopping because it's just part of our integrity.

So, really, I guess I have some other stuff that you'll be hearing at another time, but I think that list is all. Thank you guys. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002160***

Received: 6/7/2016 6:45:21 PM
Commenter: Mike Long
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001069***

Received: 5/24/2016 6:52:48 PM
Commenter: Lonnie
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â€" it's time to move this proposal forward! We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002109***

Received: 6/7/2016 5:07:30 PM
Commenter: Tom Loomis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. MBT has received a thorough and comprehensive draft EIS review, one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0000966***

Received: 5/24/2016 5:37:59 PM
Commenter: Leonel Lopez
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0001633***

Received: 5/31/2016 6:05:25 PM
Commenter: Brian Lorber
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0001020***

Received: 5/24/2016 6:10:55 PM
Commenter: Russ Lorince
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0003220***

Received: 6/13/2016 6:45:34 PM
Commenter: Kyle Loring
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Final Environmental Impact Statement must address the following potential impacts of the proposed coal shipment at the Millenium Bulk Terminal: (1) impacts to the Southern Resident Killer Whale ("SRKW") listed as endangered under the federal Endangered Species Act. Such impacts may include the adverse effects of coal dust and other pollution from facility operations at the terminal on salmon that the SRKW rely upon when feeding along the Pacific Coast, including at the mouth of the Columbia River. These impacts would also include the direct impacts to the SRKW from global warming and ocean acidification, as well as impacts to their prey species and all prey further down the food chain, associated with the burning of the coal that would not occur without its shipment from the export terminal; (2) the financial cost to Salish Sea communities and businesses from the loss of the highly endangered SRKW and the ability to view them by members of the public if their food sources continue to decrease due to pollution and climate change impacts associated with coal; and (3) the public financial costs that would be borne by communities forced to remediate environmental impacts from the coal export that exceed the capability of the coal company, particularly in the likely event that the exporting corporation enters bankruptcy proceedings and seeks to discharge its environmental liabilities. If a legitimate FEIS concludes that the project will result in impacts to SRKW or costs to the public, I urge the Washington Department of Ecology to select the no-action alternative and deny permits for permits to construct the Millenium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000469***

Received: 5/17/2016 7:39:15 PM
Commenter: wendy lotito
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0003108***

Received: 6/13/2016 5:41:41 PM
Commenter: Marilyn Lott
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP! Sincerely, Marilyn Lott marilynlott@gmail.com 99323

Submission Number: ***MBTL-SEPA-DEIS-0003104***

Received: 6/13/2016 5:40:24 PM
Commenter: Sandra Lott
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life. Sincerely, Sandra Lott Sandradlott@gmail.com 99323

Submission Number: ***MBTL-SEPA-DEIS-0002184***

Received: 6/7/2016 7:04:33 PM
Commenter: Kelly Lotze
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001333***

Received: 5/26/2016 7:05:33 PM
Commenter: Barbara Loucks
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002263***

Received: 6/9/2016 11:20:27 AM
Commenter: Bunky Loucks
Organization: Wyoming Office Products
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I strongly support the construction of the Millennium Bulk Terminal. It will create many high paying jobs, that are badly needed. It will help millions of people in other markets keep their electric bills low, because coal produces electricity at a much lower cost than any other fuel source.

Submission Number: ***MBTL-SEPA-DEIS-0003082***

Received: 6/13/2016 5:20:45 PM
Commenter: Sawyer Loughan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It's about time! Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you. Sincerely, Sawyer Jay Loughan crsmlou@hotmail.com 82601

Submission Number: ***MBTL-SEPA-DEIS-0002177***

Received: 6/7/2016 6:58:45 PM
Commenter: David Loupin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***TRANS-SPOKANE-M2-00044***

Received: 5/26/2016 12:00:00 AM
Commenter: Matthew Lovesack
Organization: Union Pacific Railroad
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Matthew Lovesack (phonetic). I'm a locomotive engineer for Union Pacific Railroad. I've been employed for Union Pacific Railroad for 18 years now.

I'm here representing Smart engine men and conductors on the Union Pacific Railroad. I think it's, this fight, this battle for bulk commodity export terminals is focused on coal and oil, and I've ran every one of them. What's getting lost and what this fight is really about is grain, soy bean, pot ash, your everyday farmer. The farmer who harvest wheat, barley. Your everyday farmer from the Midwest that harvests corn, soy beans. We run all that.

On the Union Pacific Railroad it's probably eight or nine soy bean and corn trains and wheat trains for every coal train we get, or oil train we get.

Everybody is losing sight, everybody is focusing on coal, oil. We as a nation have to export our goods and service overseas, and without these terminals we won't be able to do that. The Panama Canal is going to be up and running to let every ship on the face of the earth to go through. And if we don't act now and get these terminals up and running, those terminals will go to the Gulf states, Texas, Louisiana. And then they'll export all our goods and services through the Gulf states. And we'll just dry up and all our jobs will go away.

Like I said, I've been a railroader for 18 years. I'm a proud railroader. Union Pacific Railroad is on pace to spend three and a half billion dollars this year -- three and a half billion dollars on infrastructure. That's not tax money that comes from everybody sitting here. That's the Union Pacific Railroad funding their own train infrastructures.

As everybody knows, this nation is on an infrastructure crisis. Bridges, freeways, waterways. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000459***

Received: 5/17/2016 7:29:25 PM
Commenter: Clara Lowder
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough now it is time to move forward with a fair process for permitting. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001027***

Received: 5/24/2016 6:15:44 PM
Commenter: Carl Lowe
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Lowe, Kimberly (0522)

Submission Number: ***MBTL-SEPA-DEIS-0000522***

Received: 5/19/2016 5:26:40 PM
Commenter: Kimberly Lowe
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. We need to move this project along. Thank you for your consideration.

Lowe, Teresa (1200)

Submission Number: ***MBTL-SEPA-DEIS-0001200***

Received: 5/26/2016 12:05:05 PM
Commenter: Teresa Lowe
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The coal industry has a long history in the eastern US of failure to self-bond and declaring bankruptcy whenever they close a mine , thus leaving a trail of environmental disasters in their wake. The costs of clean up are then the burden of the taxpayers. Why does Washington State think they will treat us with integrity when this is not their standard practice?

Submission Number: ***MBTL-SEPA-DEIS-0000500***

Received: 5/19/2016 1:09:49 PM
Commenter: Wendy Lowe
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. The entire community is reliant on port related employment. It is very alarming to me that approval agencies would selectively choose what type of products and commodities may be exported. That type of prejudicial governing has the makings of a government I do not recognize. America is about fair and equal treatment and support for free markets. What will be denied in the future? Planes, automobiles, agricultural commodities? This development offers a tremendous opportunity to bring state of the art technology and environmental protections to the port facility. Do not pass up this chance to advance economic development, bring excellent jobs and tax revenue to the area. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002496***

Received: 6/10/2016 3:17:12 PM
Commenter: Wendy Lowe
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This country was founded and has prospered by encouraging and allowing a diverse economy. America has enjoyed a high quality of life in part due to low cost readily available electricity powered by coal. We have strived to be sure we can conduct business and commerce across state lines and abroad. This and other port projects regardless of the exported commodity is essential to preserving our American free market system and international trade opportunities. This port project will be operated in a state of the art manner with modern protections to assure a clean and safe environment. It is important that this project move forward in a fair and unbiased manner. Local businesses, professions, livilihoods can all coexist. Jobs and communities in Wyoming and Montana where the coal will be mined for export are just as critical as those in Washington state. Picking what commodities that can be exported from facilities in the Pacific Northwest and which ones cannot, is a dangerous precedent fraught with questions of constitutionality. Please examine the issues at hand and make decisions that are supportive of America, states, communities and individuals.

Submission Number: ***MBTL-SEPA-DEIS-0001273***

Received: 5/26/2016 6:32:56 PM
Commenter: Sara Lowman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0003395***

Received: 6/14/2016 12:54:24 AM
Commenter: Russell Lozier
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. I appreciate you considering this feedback. Sincerely, Russell Lozier papalozier@msn.com 82901

Submission Number: ***MBTL-SEPA-DEIS-0003057***

Received: 6/13/2016 5:10:16 PM
Commenter: Sue Lozier
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to reach out on this important issue. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thank you for letting me submit my opinions and show my support for the project. Sincerely, Sue Lozier suelozier@msn.com 82901

Submission Number: ***TRANS-PASCO-M1-00079***

Received: 6/2/2016 12:00:00 AM
Commenter: Shirley Lucas
Organization:
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 Shirley Lucas (phonetic). I live in Richland. I'm 82 years old, and I'm here to say no action, no coal port at Longview. The coal trains across Washington would put 28,000 tons of carbon dioxide emissions into the atmosphere each year.

In other words, dangerous to life as we know it. Sixteen trains a day will contribute to large volumes of toxic diesel and coal particulate. And arsenic, mercury and zinc, they will accumulate in the ground and in the water and in the wind of Washington and the Columbia River.

Train diesel and coal particulate endangers the life of elderly people like me, the kids, the health impaired. If you breathe it, it endangers you too. Our weather inversion, winds and excessive summer heat will intensify coal-created, health-related issue.

Who is going to pay for those negative health effects not caused by us, but by coal trains? There should be an independent environmental study now. Here are some questions that should be answered: How long do coal trains bring in unbreathable air space? How are humans affected by diesel train coal particulate?

Who pays for the human illness caused by coal train particulate? Who will be held responsible for a degraded environment, a private home, a state park, or a vineyard, or a death from coal train pollution? To injure others for profit is not negotiable. Here or anywhere. Deny the permit.

Thank you very much.

Submission Number: ***MBTL-SEPA-DEIS-0000543***

Received: 5/19/2016 5:46:27 PM
Commenter: William Lucking
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001288***

Received: 5/26/2016 6:42:15 PM
Commenter: Mike Ludwig
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it’s time to move forward. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0000262***

Received: 5/10/2016 6:19:13 PM
Commenter: Harold Luhn
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to reach out on this important issue. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. In addition, Longview is a manufacturing and export center. The town relies on this type of industry. They not only need the jobs this would bring, but these industries uphold their tax base and contribute dollars for education and health of the population that exists now. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***TRANS-LV-Q1-00015***

Received: 5/24/2016 12:00:00 AM
Commenter: Janet Lumiansky
Organization:
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 Janet Lumiansky. I am from The Dalles, Oregon. I am a grandparent and a parent and a grandparent, and I come with grave concerns about additional coal trains coming through the Gorge. At this point, the amount of coal dust that we find along the Gorge both on the river banks and floating in the river is causing many of us grave concerns about the health risks. And, to add to that, possibly eight more trains of a 120 cars losing ten pounds of coal dust per mile in the future really, again, all I can say is causing us great concern about the health risks of the coal dust. And I just want to put on record that I'm really opposed to additional coal trains and opposed to the opening of a giant export terminal in Longview, and I really appreciate the opportunity to come and share. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002275***

Received: 6/9/2016 4:46:25 PM
Commenter: Sybil lumpkin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0000889***

Received: 5/24/2016 4:51:38 PM
Commenter: Chris Luna
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0001486***

Received: 5/31/2016 1:06:01 PM
Commenter: Betty Lund
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Sell coal over seas to anyone who is wanting out wonderful coal.

Submission Number: ***MBTL-SEPA-DEIS-0002222***

Received: 6/7/2016 7:35:02 PM
Commenter: Kevin Lundahl
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. Thank you for listening.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016**.

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☒ Vessel Transportation
- ☒ Vehicle Transportation
- ☐ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☒ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☒ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

NO to coal terminal - look at the big picture. Burning coal will cause a multitude of health of the people & health of our planet.

Kea Lute
360-425-0305

(additional space is provided on the back)

(comment continued)

Submission Number: ***MBTL-SEPA-DEIS-0001646***

Received: 5/31/2016 6:13:39 PM
Commenter: Cody Luthi
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0002674***

Received: 6/13/2016 12:52:59 PM
Commenter: Devin Luthi
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002672***

Received: 6/13/2016 12:51:37 PM
Commenter: Jineta Luthi
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-SPOKANE-M2-00065***

Received: 5/26/2016 12:00:00 AM
Commenter: Kelly Lutz
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening, and thank you so much for allowing public comment on this very important project. My name is Kelly Lutz. I'm a lifetime resident of Spokane. I actually live in Brown's addition, just a short little drive from here, just two blocks from the railroad tracks that they also referenced today.

I was here in 2013. I didn't testify in 2013. I didn't feel it was quite as important. But as Millennial, and as someone who's investing in the generations to come behind me, I feel that this project needs to move along.

It's served its time, and I appreciate what you guys are set aside to do, the actual impact statement of what this project would do to the environment.

The one thing that some of the others have talked about, that these trains would go through other parts of North Idaho, et cetera, Prince Rupert has already invested a lot of money to take this traffic if we don't approve this project. And it very rightfully could go through North Idaho if we don't approve this. We'd rather have the jobs here in Washington.

Ironic thing that was brought to my notes, it may have been covered in the human process, but us here in Spokane we deal with road salts during the winter months. And personally I feel there's way more impact that does on our daily health than anything I've seen in the three years I've lived right by the railroad tracks. So I believe that's about all I have. Thank you guys so much for this public comment time.

Submission Number: ***TRANS-LV-M2-00060***

Received: 5/24/2016 12:00:00 AM
Commenter: Kevin Luxe
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. My name is Kevin Luxe (phonetic), and I'm from Vancouver, Washington. And I would like to thank all of those who would like to be here tonight, but can't because they have to work out of town to support their families because the jobs aren't here that are so desperately needed.

Now, many experts are weighing in on this project. And let me offer something that few here are experts at, being a union electrical apprentice. We spend five years on all sorts of projects and in the classroom learning how to build it right.

We work in hospitals, schools, high tech and low tech manufacturing. Homes, restaurants, churches, libraries, animal conservatories, docks and shipyards. We set street lights and traffic control systems, rail ways, bridges, data centers, huge solar panel arrays and wind farms. With this vast experience we gain through apprenticeship, we guaranty electrical safety for our community because we built it right. And we know how to build the next project right.

Building it right matters when its a NICU wing of a hospital caring for vulnerable babies on life support. Building it right matters when an elderly retiree turns on their HVAC unit to stay comfortable in their home, safe from electrical fires, staying warm in the winter and cool in the summer.

Building it right matters when a project passes strict environmental regulations, goes through new permitting process. And that's why I support a fair, just, and reasonable process.

Thank you.

Luzza, Michael (3447)

Michael Luzza
1001 W. 4th Ave
Kennewick Wa. 99337

RECEIVED
JUN 04 2016

Coal Trains

June 3, 2016

I've wrote comments before, but here goes again. The Millennium Bulk Terminal proposal is actually quite sound. It concerns transport of coal for a overseas market. If the Beverly Gap Rail Bridge is used (with a catchment basin device, even low walls) it will be fine. Measurement of coal dust with a mylar bag should work. Recommend a double line across central Washington such as through Ellensburg. David Ricardo mentions comparative work. In Washington, this is computers, medical research, universities, sea trade, and agriculture. So add rail transport. Even short stretches of secondary line would help in timely transport. Apparently, Kamchatka Peninsula has soft coal. By looking at the Powder River Region, North Dakota and Coalstrip Montana, a determination can be made. Support of Canadian trade is always helpful, so we should support oil export. So too with coal.

Luzza, Michael (3447)

A liar through central Washington would keep minimal traffic along the Columbia River Corridor. Lastly, a seaport at the very mouth of the Columbia River can hurt and can help support a Columbia Gorge National Monument.

Submission Number: ***MBTL-SEPA-DEIS-0002972***

Received: 6/13/2016 3:43:38 PM
Commenter: Charles Lyall
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001653***

Received: 5/31/2016 6:17:41 PM
Commenter: Denny lykins
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thanks for considering my comments.

Lynch, Nancy (2555)

Submission Number: ***MBTL-SEPA-DEIS-0002555***

Received: 6/12/2016 5:07:50 PM
Commenter: Nancy Lynch
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support the “no action” alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). Millennium’s proposed coal export terminal would harm communities throughout the Northwest, with the most intense impacts felt in Longview, Washington, near the proposed terminal site. The project harms our health and safety, air and water quality, and natural resources. I urge your agencies to protect public health and natural resources. Reject coal export. Climate Change: Washington state is a national leader in the fight to combat climate change. Considering rail and vessel emissions alone, this project would be one of the biggest greenhouse gas emitters in Washington state. Coal export undermines the state’s hard work to combat climate change and protect future generations. Health & the Environment: The Draft EIS reveals many serious impacts to human health and the environment. It dismisses other impacts without a valid basis. The Final EIS should incorporate the best available science, real world examples, and a comprehensive Health Impact Assessment. The agencies undercut public, tribal, and agency input by failing to complete a Health Impact Assessment before releasing the Draft EIS. Rail Traffic: The Draft EIS demonstrates Millennium would have a severe impact on rail and road congestion. Because Millennium cannot fix this significant harm—from mine to terminal—the agencies should deny permits. The recent derailment of Union Pacific's train in the Columbia River Gorge near Mosier is a painful demonstration of the insanity of moving such volatile and polluting products in this manner. Weak & Unenforceable Mitigation: In some instances, the Draft EIS claims mitigation can reduce coal dust, rail traffic, and other project impacts. For example, to mitigate coal dust from the terminal, the Draft EIS proposes a reporting process for coal dust complaints. This borders on offensive. A phone call or email to complain about coal dust fouling a person’s lungs, home, and river is not “mitigation.” The agencies should revise the Draft EIS and remove inadequate, unsupported, and unenforceable mitigation. Finally, it seems to me that the US --& it's corporations--should not be in the business of sending finite resources to foreign governments. We made need these resources someday!

Submission Number: ***MBTL-SEPA-DEIS-0001254***

Received: 5/26/2016 6:21:26 PM
Commenter: Peter Lynch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***TRANS-LV-Q1-00062***

Received: 5/24/2016 12:00:00 AM
Commenter: Shelby Lynn
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi, my name is Shelby Lynn. I'm a nursing student, Portland resident, and an anti-coal activist. There have been a lot of people here that can speak much more knowledgeably and eloquently about the economic, moral, and environmental ramifications of the proposed coal terminal than I can. What I can speak about is the work that has brought me repeatedly to Longview where I've had the opportunity to speak with many people living in the neighborhoods that will be most affected by the coal terminal. In walking door to door in the Highlands neighborhood, I've had the opportunity to speak with many elderly people experiencing COPD as well as families who have children with asthma or chronic bronchitis. It's a well-known fact that Cowlitz County has some of the highest asthma and COPD rates in Washington State, and the population that tends to be the most vulnerable to this are children and the elderly. So, while a great many people are here today to talk about jobs, of course, we believe in the importance of that but, I guess, I'm here to say that no job is worth the health of your mother or your grandmother or your child. Furthermore, this Environmental Impact Statement is being completed without a finished health impact assessment, and how can we conscionably say that we are not going to fully investigate, at the very least investigate, the full health effects before deciding on something that could have as far reaching ramifications on your health as heart disease and chronic pulmonary illnesses. As a human being, I want there to be healthy and safe jobs in Longview, and it is not fair and it is not okay to put the risk of our elderly citizens or children up for that when they don't have a voice in this.

Submission Number: ***MBTL-SEPA-DEIS-0000476***

Received: 5/17/2016 7:56:41 PM
Commenter: Doug Lyons
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***TRANS-LV-M2-00053***

Received: 5/24/2016 12:00:00 AM
Commenter: Mary Lyons
Organization: Landowners and Citizens For a Safe Community
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 Mary Lyons. I am president of Landowners and Citizens For a Safe Community here in Longview. In June of 2014, Wyoming governor, Matt Mead, a man who has declared, I am completely unconvinced that climate change is man made, came to Washington to pressure Governor Inslee to support dirty coal terminals.

A 2015 report entitled, The Impact of the Coal Economy on Wyoming, there are pages and pages of concerns about the dismal future of the coal industry. And last recommendation in the document is, More important -- I lost it.

It says, More important we'll be -- whether Wyoming can influence other states to implement carbon control strategies lead detrimental to Wyoming's coal industries. So it looks like our governor is being played to benefit the coal industries of Montana and Wyoming rather than citizens of a very green Washington he was elected to represent and protect.

Do we now have a shared government with those two states and overseas conglomerates and government benefiting at our expense? One underlying question of this entire coal controversy is whose governor is he? Coal dust from the terminal itself coated not with surfactants but simple water is predicted to layer neighboring homes, schools, and play fields and is described as a nuisance.

At what point in time does chronic exposure to coal dust transition from nuisance to deadly. Five years? Ten years? Has the DOE looked at any scientific studies that will answer that question definitively? Whose Department of Ecology are you?

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001420***

Received: 5/27/2016 1:10:03 AM
Commenter: Ethel MacDonald
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Considering that China's demand for coal is decreasing, and concern about climate change increasing, any construction based on coal transportation is not only economically impractical but scientifically inexcusable. In addition, coal trains pollute and disrupt traffic among cities and towns all along the route, including my beautiful ssmall city of Missoula, Montana. The only justifiable decision for building the Longview Terminal is "Do not build."

Submission Number: ***MBTL-SEPA-DEIS-0000753***

Received: 5/23/2016 1:58:58 PM
Commenter: Harvey MacDonald
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0003400***

Received: 6/14/2016 1:12:26 AM
Commenter: Nina Macdonald
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support the "no action" alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). Along with the innumerable unavoidable consequences of this proposal, please consider, if we can assume that 8 trains per day, with an average of 100 cars, will shed 500 pounds of coal dust per car, per trip, seven days a week for thirty years, we find that the total amount of coal dust polluting our lungs and natural resources will be FOUR BILLION three hundred and eighty MILLION pounds. 4,380,000,000!!! Also consider, ANY FRACTION OF THAT NUMBER IS STILL WHOLLY UNACCEPTABLE. I urge you to please fulfill your obligation to ours and future generations in regards to this issue. Please, please favor the importance of collective human health and sustainability over short term private gains. Sincerely, Nina Macdonald

Submission Number: ***MBTL-SEPA-DEIS-0002769***

Received: 6/13/2016 2:15:30 PM
Commenter: Ryan MacDonnell
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001171***

Received: 5/25/2016 4:42:05 PM
Commenter: Joann Macey
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Many people have expressed their desire to live in a in a clean environment. We expect our regulators to take seriously factors that would effect our health, our water, our wildlife, our general environment. These issues have been brought up previously with other companies wanting to ruin our health and our environment to enhance their profits. Do not let them do it. Respect our right to live in a clean environment for ourselves and our for our children. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000529***

Received: 5/19/2016 5:32:16 PM
Commenter: Cathy Macfarlane
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Millennium Bulk Terminals, DEIS Comments

June 13, 2016

My name is Ross Macfarlane, and I reside at 12571 Corliss Ave. N. #A, Seattle, Washington, 98133. I am providing these comments as an individual.

I am focusing on two issues: the analysis of global warming pollution in the Draft Environmental Impact Statement and the collapse of the global coal market. I support the no-action alternative in the DEIS.

Global Warming Pollution

Washington and the US have committed to reducing emissions of carbon dioxide and other pollutants that are causing the climate catastrophe. Although the DEIS correctly identifies this project as a huge source of GHG emissions, it significantly underestimates the total impact. The Draft EIS uses complex modeling to estimate the terminal's impact on Asian coal consumption. This analysis is speculative and can yield wildly varying conclusions depending on the assumptions. Although the modeling is perhaps useful for purposes of discussion, the final EIS should clearly highlight and disclose the one thing we know for certain – the total emissions that will result from the coal shipped through the terminal. It is clear that the coal is only shipped to be burned. It is also clear that, with markets for Powder River Basin coal collapsing, much if not all of this coal would not be mined or burned if the project is not built.

The information in the DEIS indicates that these emissions would be extremely significant, and far beyond any potential mitigation. The DEIS notes that total emissions from the coal shipped through the terminal would total approximately 90 million tons per year.[1] This is roughly equivalent to the total GHG emissions from all sources in Washington State – which has been estimated to be approximately 92 million tons per year.[2] This total emissions estimate for Millennium is conservative, because it only calculates greenhouse gases produced from burning the coal shipped through the terminal and does not include emissions from mining, handling and transporting the product to Asia. Taking all those emissions into account, and also reflecting ongoing efforts to reduce greenhouse gas emissions from other sources in Washington, **it appears likely that Millennium would result in more global warming pollution than all other sources in the state.** This is clearly an unavoidable adverse impact which cannot be mitigated, and by itself dictates selection of the no action alternative.

The International Energy Agency has identified "lock in of fossil fuel infrastructure" as the make-or-break factor in our ability to address climate change and stay within the globally adopted targets.[3] Coal export terminals - like power plants, pipelines

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[1] DEIS, Chapter 8. http://www.millenniumbulkeiswa.gov/assets/mbtl_sepa_deis_ch05-8_greenhousegas-climatechange.pdf

[2] Washington Dept of Ecology, Greenhouse Gas Inventory, http://www.ecy.wa.gov/climatechange/docs/2012GHGtable.pdf

[3] International Energy Agency, *World Energy Outlook 2011*, https://www.iea.org/publications/freepublications/publication/WEO2011_WEB.pdf

and other large infrastructure projects – require huge capital expenditures and have a useful life of 30 years or more. They typically are financed using "take-or-pay" contracts which commit coal miners to ship coal or pay large penalties. Any time society commits to building these kinds of projects we are effectively "locking in" decades of climate pollution.

In recent years, climate scientists and policy experts have increasingly identified the need to focus on fossil fuel infrastructure and supply side issues.[4] As articulated by Bill McKibben in his enormously influential 2012 article in *Rolling Stone* – "Global Warming's Terrifying New Math" – avoiding the most catastrophic impacts of climate change will require leaving most known reserves of fossil fuels in the ground.[5] This insight was quantified in an important paper in the journal *Nature* in 2015, where a group of the world's leading climate scientists demonstrated that over 90% of US coal reserves (as well as much of the world's oil, natural gas and other fossil fuels) needed to remain unburned if we hoped to meet the 2 degree C target for global warming.[6] As it relates to Millennium, it is clear that we need to disclose the total emissions that will be produced from the coal that is shipped through the terminal. And it is equally clear that the adverse

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[4] Lazarus, Erickson and Tempest, Stockholm Environment Institute, *Supply Side Climate Policy: The Road Less Taken,* October 2015. https://www.sei-international.org/mediamanager/documents/Publications/Climate/SEI-WP-2015-13-Supply-side-climate-policy.pdf

[5] Bill McKibben, Rolling Stone, *Global Warming's Terrifying New Math,* July, 2012. *http://www.rollingstone.com/politics/news/global-warmings-terrifying-new-math-20120719?page=4*

[6] McGlade and Elkins, Nature, *The Geographic Distribution of Fossil Fuels Unused When Limiting Warming to 2 Deg. C,* Feb 2014. http://www.nature.com/nature/journal/v517/n7533/abs/nature14016.html

impacts from this project would be significant and unavoidable. I urge the state to fully quantify these impacts and to choose the no action alternative.

Coal Industry in Collapse

Six years ago, when this project was first proposed, many experts were forecasting huge growth in Asian coal use and continued rising prices. Since then, the Asian coal bubble has burst, most of the coal industry (including Arch Coal, who owned 38% of Millennium until May 2016) are in chapter 11 or insolvent, and banks and other private investors have fled. Some recent substantiation of these trends is contained in the attached fact sheet: *Coal Demand Has Plummeted: Demand Abroad Has Taken a Permanent Drop.*

In February, Wood MacKenzie, the consultancy that had previously issued rosy forecasts that were used to support investments in this proposed project and other coal industry expansions, concluded that: “Building new Pacific Northwest Coal Terminals, once seen as essential, is now viewed as nothing more than a risky long-term bet.”[7] Just last week, coal company CEO Robert Murray stated: "The folks that were wanting to build ports to export PRB coal on the West Coast — that was smoking opium."[8]

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[7] Andy Roberts, Wood MacKenzie, February, 2016, *Planned US Coal Ports: A Swift Trip from Vital to Irrelevant,* http://www.woodmac.com/blog/planned-us-coal-ports-a-swift-trip-from-vital-to-irrelevant/.

[8] Christopher Coats, SNL Energy, June 10, 2016, *Murray Energy CEO Sees End of Westbound Uinta Coal by 2030,* https://www.snl.com/InteractiveX/Article.aspx?cdid=A-36796676-10277 (subs. Required).

Arch Coal's recent decision to abandon its 38% stake in Millennium highlights the severe financial challenges that the project faces. While Arch and Lighthouse (now the sole owner) attempted to spin this as a "sale," financial documents disclosed in Arch's bankruptcy proceeding make it clear that this transaction reflected a "bankrupt company bailing on a zombie project."[9] Arch received nothing of value from a more than $60 million investment in Millennium other than "a worthless option, a handshake, and a promise that they wouldn't be sued for their trouble."[10] Another large coal company, Cloud Peak Energy, recently disclosed that it was writing off to $0 the value of a similar option to export coal through the Millennium terminal.[11]

With Arch's departure, Millennium's sole backer is Lighthouse Resources (formerly Ambre Energy). Lighthouse is, in turn, wholly owned by a private equity firm, Resource Capital Funds, which is organized in the Cayman Islands.[12] RCF is a "vulture capitalist," actively seeking out high-risk projects which it can flip for a quick return. It has no experience or expertise managing or financing major infrastructure projects. RCF became the sole owner of Ambre Energy (Lighthouse's predecessor) when Ambre's Australian owners had to walk

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[9] Dylan Brown, Greenwire, *Arch Exits Export Terminal Ownership as Critics Get More Vocal,* May 2016. http://www.eenews.net/greenwire/2016/05/27/stories/1060038044 (subs. Required).

[10] Clark Williams-Derry, Sightline Institute, *Arch Coal Backs out of Longview Export Terminal*, May 2016. http://www.sightline.org/2016/05/27/arch-coal-backs-out-of-longview-export-terminal/

[11] Id; Cloud Peak Energy, *Form 10 K,* February 2016. http://api40.10kwizard.com/cgi/convert/pdf/CLD-20160218-10K-20151231.pdf?ipage=10754057&xml=1&quest=1&rid=23&section=1&sequence=-1&pdf=1&dn=1

[12] Clark Williams-Derry, Sightline Institute, *The Money Behind NW Coal Exports,* November 2014. http://www.sightline.org/2014/11/13/the-money-behind-northwest-coal-exports/

away from a company that they had previously valued at $200-400 million for just enough money to pay their other largest creditors.[13]

With Wall Street and private investors fleeing the coal sector, Millennium's only real prospect for financing the project appears to be tapping into public money, most notably the billion dollar infrastructure fund that Wyoming has earmarked for coal projects.[14] As coal production collapses in Wyoming, that State's Governor has announced that he intends to "double down" on supporting the industry, including promoting exports.[15]

These financial challenges are relevant to the environmental review for this project because insolvent companies make bad neighbors. The DEIS identifies 10s of millions of dollars in mitigation that will be needed to address pollution and community concerns. The EIS and project permitting should require a detailed analysis demonstrating where that money will come from, and provide bonding and other assurances to ensure that these mitigation obligations are fulfilled and the public is not left holding the bag.

The recent bankruptcies in the coal industry of Arch, Peabody Energy, Alpha Natural Resources and other giants illustrate the

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[13] Clark Williams-Derry, Sightline Institute, *What Ambre Says About Its Financial Collapse,* December, 2014. http://www.sightline.org/2014/12/03/what-ambre-says-about-its-financial-collapse/

[14] Clark Williams-Derry, Sightline Institute, *Wyoming Legislature Embraces Socialism for Coal,* March 2015. http://www.sightline.org/2015/03/05/wyoming-legislature-embraces-socialism-for-coal/

[15] Christopher Coats, SNL (reprinted in Institute for Energy Economics and Financial Analysis), April, 2016, *Wyoming Governor Says State Will "Double Down" on Coal, http://ieefa.org/wyoming-governor-says-state-will-double-coal/*

danger of relying on company promises to address mitigation and cleanup responsibilities. These bankruptcies are putting at risk billions of dollars in cleanup and reclamation obligations that overly trusting state regulators allowed the companies to "self-bond," a practice that the Seattle Times Editorial Board recently labeled a scam. [16] The Department of Ecology and other regulators should insist that Millennium provide a detailed accounting of its financial backing and plan, and provide bonding sufficient to cover costs of mitigation, prior to any decisions on these permits.

Finally, we should not subsidize our own destruction. As discussed above, Millennium will cause a huge increase in global warming pollution and many other significant impacts that would be unacceptable even if it were privately funded and even if it appeared to be a sound economic development strategy. The prospect of this global catastrophe being funded with public money is unthinkable. I urge the state to select the no action alternative.

[16] Seattle Times, Editorial Board, *End Coal's Self-Bonding Scam,* March 2016. http://www.seattletimes.com/opinion/editorials/end-coals-self-bonding-scam/

Macfarlane, Ross (3146)

Coal demand has plummeted.

Demand abroad has taken a **permanent** drop.

Coal companies and their allies claim that Asia and China will "just burn it anyway" so we should accept the inevitability and export U.S. coal abroad. But even a casual look—at global coal markets and what industry and financial experts are saying—shows that demand abroad has already declined dramatically, resulting in falling prices and private investment money disappearing. We can do better than coal.

"Building new Pacific Northwest coal ports, once seen as essential, is now viewed as nothing more than a risky long-term bet."

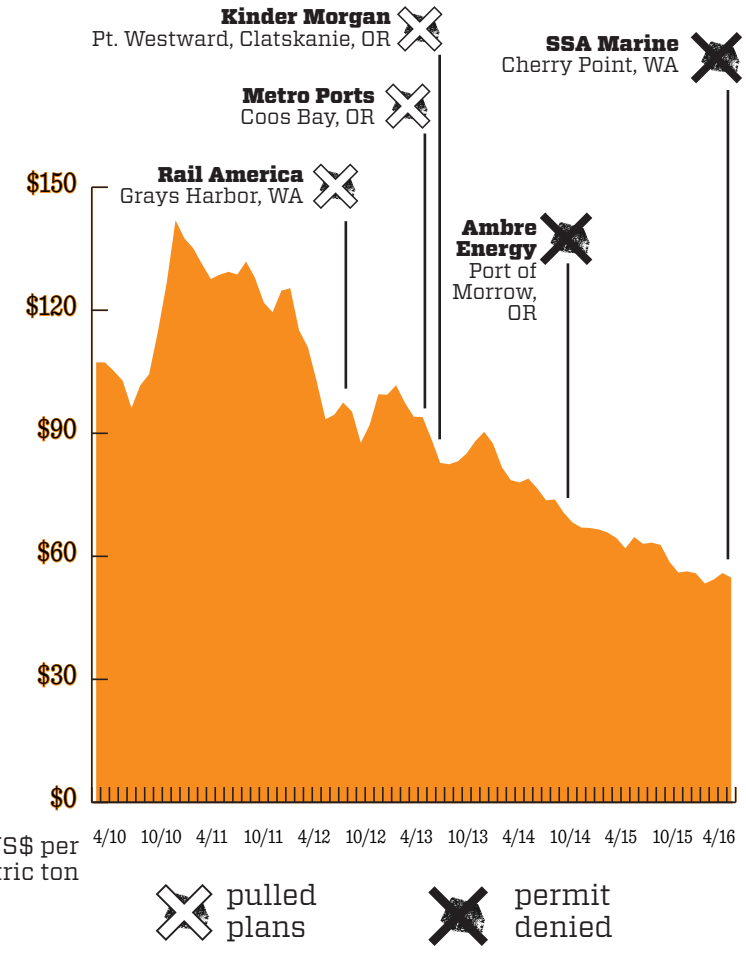
Andy Roberts, Wood MacKenzie, Planned US coal ports: a swift trip from vital to irrelevant, February 2016

This quote is particularly significant when you know Wood MacKenzie's history as the coal industry's favorite consultant. Their rosy forecasts for soaring Asian demand and prices were cited constantly to justify export plans.



"We expect seaborne coal markets will continue to be challenged by weak prices and persistent oversupply over the next 12 to 18 months. US coal exports declined by roughly 25% to 74 million short tons in 2015, and are projected to fall by another 20% in 2016."

Moody's, Lights Go Dark on Coal, May, 2016



Northwest coal export projects folded after coal prices tumbled

Source: www.indexmundi.com

POWER PAST COAL

communities against coal export

powerpastcoal.org | facebook.com/powerpastcoal | @powerpastcoal

Macfarlane, Ross (3146)

"With the colla Indian (down 34% yoy) and Chinese (down 35% yoy) coal imports in December 2015, the seaborne thermal coal industry is entirely beleaguered,"

Tim Buckley, Institute for Energy Economics and Financial Analysis, January, 2016

"I believe these agencies and environmental groups are doing the coal producers a favor by not approving or supporting the approval of these terminals. If the terminals were already built and in operation, few, if any, would be exporting coal as current pricing wouldn't support it."

Unnamed coal executive, reported in S&P Global, October 2015

"The American coal industry is hurting. The four largest US miners by output, Peabody Energy, Arch Coal, Cloud Peak Energy and Alpha Natural Resources, which account for nearly half of US production were worth a combined $34 billion at their peak in 2011. Today they are worth $150 million."

Rhodium Group, The Hidden Cause of America's Coal Collapse, February 2016

Both Owners of Millennium Project Are Effectively Insolvent

- Millennium Bulk Logistics is owned by two companies, Arch Coal and Lighthouse Resources (formerly Ambre Energy). Both companies have either declared bankruptcy (Arch) or been sold to their biggest creditor (Ambre/Lighthouse), leaving the original investors with nothing. Experts have linked both companies' collapse to a failed bet on coal exports to Asia.
- "In 2012, Arch Coal derived more than 30% of its revenues from exports.... [E]xport revenues fell by a significant 50% from their peak level in 2012." *Market Realist, How Did Weak Coal Exports Lead to Arch Coal's Bankruptcy? January, 2016.*
- "Ambre [sold] its North American operations because the firm is deep in debt and out of options, and is essentially handing over its assets to its chief creditor in lieu of declaring bankruptcy." *Sightline Institute, What Ambre Says About Its Financial Collapse. December, 2014*

Given the insolvency of Millennium's two owners and coal's terrible reputation on Wall Street, the prospects for private financing are essentially non-existent.

"There is a more basic reason [that bankers are shifting away from financing coal projects]: Lending to coal companies is too risky."

New York Times, As Coal's Future Grows Murkier, Banks Pull Financing. March, 2016

'Coal-burning in China is in significant decline ... signalling a major turnaround for the world's biggest polluter.... In contrast, renewables investment in China hit an all-time high in 2015..."

The Guardian, China's Coal-Burning in Significant Decline, Figures Show. January, 2016

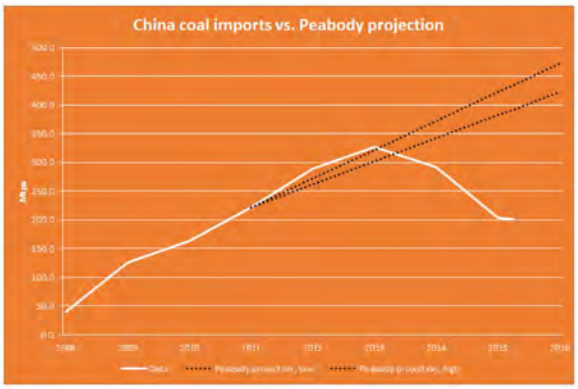
All of the Northwest Coal export terminals were built on the same, flawed assumption: continued growth of demand and rising prices in China and other Asian economies. As that assumption has proved to be false, once giant companies have gone bankrupt and hundreds of projects have been cancelled.

"What ... tanked the US coal industry? One word... China."

Rhodium Group, The Hidden Cause of America's Coal Collapse, February 2016

"China has been almost 100% of global coal consumption growth over the last decade... . As Chinese consumption begins to fall ... the global market will enter a period of terminal decline."

Bernstein Research, Asian Coal and Power: Less, Less, Less ... The Beginning of the End of Coal. June, 2013



Peabody: Why the World's Largest Private Coal Minor Went Bust - In One Graph, Courtesy of Lauri Myllyvirta, Greenpace

Submission Number: ***MBTL-SEPA-DEIS-0000414***

Received: 5/17/2016 6:32:33 PM
Commenter: Bruce MacIntyre
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Thank you for reviewing my comments today.

Submission Number: ***MBTL-SEPA-DEIS-0003150***

Received: 6/13/2016 6:06:02 PM
Commenter: Bruce MacIntyre
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002908***

Received: 6/13/2016 3:06:44 PM
Commenter: Jim Mackey
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000610***

Received: 5/19/2016 7:03:35 PM
Commenter: Steven Mackintosh
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: ***TRANS-SPOKANE-M2-00024***

Received: 5/26/2016 12:00:00 AM
Commenter: Susan Macon
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Susan Macon, and I'm from Spokane County. And I'm here to voice my support for the Millennium Bulk Terminal project in Longview, Washington.

I'm a very optimistic person and I looked at the fact that the pie does not have to get smaller, it does not have to stay the same. It gets bigger and we can all share in a bigger piece of the pie.

As far as people getting ill, we have scientists, we have people making discoveries every day. I don't think that we should get caught up in the negativity because if we did we would never go anywhere.

Also think about the fact that so many of us are retiring now, and we need that money. We need that money from this project to be brought in to the state of Washington to help the elderly and to help the sick, to help the poor, to help the mentally ill. And this will help them.

Now, supporting developments like the project will provide critical economic opportunities for local communities throughout the state. It will create thousands of new jobs and generate millions in economic revenue.

As one of the most trade-dependent states in the nation, this project is also an investment that will ensure that Washington can maintain its legacy. Overall it's a real opportunity to improve our state's infrastructure, bolster the economy for generations to come, all the while protecting the environmental integrity of our state. Olympia needs to let this project move forward.

As far as the infrastructure, I would think that it would create more jobs. If we have problems with the railways here in Spokane, that would create more jobs. Improve it. Be positive. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001460***

Received: 5/30/2016 2:06:13 PM
Commenter: James Macormic
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Union pacific railroad employee. .former..we need to stop the federal government on the phony attack on our resources...it's killing wyoming

Submission Number: ***MBTL-SEPA-DEIS-0001461***

Received: 5/30/2016 2:39:12 PM
Commenter: Penny Macormic
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Wyoming coal is a great source of energy and is highly needed in this world.

Submission Number: ***MBTL-SEPA-DEIS-0002524***

Received: 6/11/2016 10:12:19 AM
Commenter: Penny Macormic
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Our world needs coal to survive. The Good LORD put it in the ground for a reason.

Submission Number: ***MBTL-SEPA-DEIS-0002312***

Received: 6/9/2016 5:10:52 PM
Commenter: Zachary MacQuarrie
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001778***

Received: 6/2/2016 4:58:49 PM
Commenter: Philip Macy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project â€" without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***TRANS-LV-M2-00072***

Received: 5/24/2016 12:00:00 AM
Commenter: Shaline Macy
Organization: Confederated Tribes of Warm Springs
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

(Speaking Native American) My name is Shaline Macy (phonetic), and I'm the member of the Confederated Tribes of Warm Springs. My great grandfather was Bill Wistler (phonetic) who was fisher fisherman at Celilio Falls. My other ancestor was Billy Chinook, who signed the Oregon treaty of 1855 between the tribes and U.S. Government.

I traveled here from the Warm Springs Indian Reservation in Central Oregon to speak to you because I am very concerned about the proposed coal terminal. It's dangerous for the environment and for tribal fisherman and families on the Columbia River.

It's also in violation of our treaty of 1855 which protects and guarantees our continued right to fish on the Columbia River and its tributaries for traditional and subsistence purposes.

These rights include fishing and camping both on the Oregon and Washington side of the river. This means that we live on the Washington river base. It's our home. The coal terminal threatens life along the river and the train tracks. As a tribal fisherman, I've become aware of how dangerous coal trains can be to tribal fisherman and their families.

To paint a picture imagine train tracks traveling along the Columbia River for over 100 miles and their tracks are built 20 to 50 feet away from the water. The tribe sites are sandwiched between the train tracks and the river.

Our treaties say we have a right to be there, but these coal trains with their toxic dust threaten our very existence on the river. I urge you to take into consideration the dangers of the increased coal train traffic in our communities.

The DEIS states there would be up to 200 trains passing per day passing in eastern Washington. I cannot express how much this concerns me for the well-being of our people as we continue to live our lives as salmon people.

I have been taught we're given salmon as a food source for our people and it makes us who we are. We identify with these traditions from our ancestors for a millennia. I hope this permit is denied because it's too dangerous for our people and environment. Please do the right thing and deny the permit.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001380***

Received: 5/26/2016 7:28:14 PM
Commenter: Greg Mager
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted.

Submission Number: ***MBTL-SEPA-DEIS-0000517***

Received: 5/19/2016 5:19:39 PM
Commenter: Richard Magoffin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Enough with the schedule delays, bring this process to a close.

Submission Number: ***MBTL-SEPA-DEIS-0002802***

Received: 6/13/2016 2:29:59 PM
Commenter: Richard Magoffin
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. This would also assist Montana's Colstrip Coal fields which is some of the best coal in the US and would aid the coal mining industry here. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***TRANS-LV-M1-00015***

Received: 5/24/2016 12:00:00 AM
Commenter: Dana Mahan
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

SPEAKER 15: Good afternoon. And thank you for hearing our comments. My name is Dana Mahan (phonetic), and I'm here as a local business woman who's lived in Cowlitz County for over 60 years, I've raised my children here. And two of our businesses are within a half mile of the proposed coal site. I am passionate about not allowing the coal industry to dump 44 million tons of coal on the banks of our Columbia River. I share the numerous concerns about the significant and avoidable impacts identified in the EIS statement for this project, especially the top four concerns of climate, salmon, water quality, and health impacts. There are solid and good reasons that all the other proposed coal sites for Washington and Oregon have been denied. Please do not let the coal industry dump here in Longview. We really do deserve better. The promise is jobs, yet Millennium is only offering a total of 135 jobs by the year of 2028, and I think there's already 120-something. So they're like bringing 15 to 20 new jobs to our town, and they want to do this on 416 acres of prime, deep port, waterfront property. What right minded business person would accept such a sour deal? Compare Millennium to the similar site in Troutdale that was cleaned up. FedEx came in with a distribution plant and they employ 750 people now. That's jobs. Our Vancouver Terminal 5 site where a thousand new jobs are expected. You know, I'm in construction, I'm a dock builder. I want jobs really bad, but not at the cost of our health, the Columbia River's health, my children's health, our global health. We really can do better and I'm asking you to ask Alcoa to clean up that site and give us a chance to have hundreds or maybe thousands of jobs. Thank you very much.

Submission Number: ***MBTL-SEPA-DEIS-0002151***

Received: 6/7/2016 6:38:34 PM
Commenter: Robert Mahar
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***TRANS-PASCO-M1-00067***

Received: 6/2/2016 12:00:00 AM
Commenter: Reverend Nathaniel Mahlberg
Organization: First Congregational Church
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. I'm Reverend Nathaniel Mahlberg, pastor of the First Congregational Church in Walla Walla. As a religious leader I have to speak a word about wisdom, about what is the wise path because when it comes to making important public decisions like this, it's best to do what is wise.

And it breaks my heart jobs for some is yoked to what is unwise for all. And that's the hard truth. When we act on finding a quick fix of only a short term (inaudible), we mix, they later (inaudible) with the clouds gathering.

And they are gathering when it comes to our energy and climate change. So God created order into the world. And by that meaning the principles and balance that govern our living world.

And with climate change we have upset that order by upsetting the balance of the greenhouse gases in the atmosphere that makes the life possible. And the consequence has been catastrophe and it will continue to be catastrophes as we continue down that path.

So we must choose the wise path. And the wise path here is to keep the coal in the ground. The wise path is to keep the coal trains from coming through our countryside and kicking up dust, contaminating water and soil.

The wise path is keeping the coal trains from clogging up our rail lines from the smooth flow of agricultural products. The wise path is keep the coal from being put on a ship to cross the ocean where it gets ignited and tons of carbon dioxide and carbon monoxide that will continue to tip the balance and stumble us towards catastrophe.

Please do the wise thing and deny this permit and prevent this Millennium project from going through.

Thank you.

Maiers, Carol (3448)

No Increase in Coal Exports

To: Members May 27, 2016
Washington State Department of Ecology
RE: What Hasn't been considered in the Draft Environmental Impact Statement (EIS) for Proposed Millennium Bulk Terminals Cowlitz County
From: Carol Anne Maiers
A 76 year old senior living in a low income housing "yards" from RR tracks in downtown Kent.
(There are multiple low income senior housing buildings along RR tracks from Renton through Auburn, why? It's undesireable property)

① In spite of testimonies from numerious doctors, nurses, scientist, ecologists and environmentalists confirming the damages of coal dust, CEO of Millennium, a business owners of a Port related business and a Cowlitz County State Representative Lied that coal dust is not harmful and the Facts are made up

② Living next to the R+R track there is always a film of coal dust on my car, patio furniture and inside window sills. More trains will make it worse and unbearable, not to mention, cause many health ill effects.

There are three little houses located next to

my buildings. Would you personally move your family with your children in those houses now or in the event of increased coal trains? Why not?
Would you personally relocate your aging parents in one of the senior housing buildings along the RR tracks? Why not?

(3) There are farming fields right up to the RR tracks; Renton, Kent and Auburn and further. This the source of much of our fresh produce in South King County. If coal dust covers the grounds here and comes into our buildings, the farm fields are also dusted. Coal dust in the dirt and on produce as it grows above ground. More coal trains, more coal dust for you to eat from your food. Would you continue to eat produce from coal dusted fields? Why not?

(4) Coal industry is dying - most all companies are bankrupt. They are trying to squeeze/steal the last dollars out of the public & health dangers and costs to tax payers. Actual number of jobs very few and for a short period of time. The risks of more coal trains no matter how many jobs are created isn't worth killing people, oh and! increasing health care costs.

Why would you approve a situation that harms and brings death to people and increase costs to tax payers for a negative?

(5) Millennium promises all sorts of built in safty features, all costly. How does that figure into a dying industry and bankrupt coal companies. How can you force a bankrupt company to pay for promised safty devices?

Even for flush companies promoting safty practices, can't be forced to do so and when they don't pay not even full restetution, but something half way there and on a timely basis to be helpful. If increased shipments of coal is allowed an "accident" will happen that is an event that is known to happen will bring destruction and harm to the most vulnerable and marked with carnage & pollution to remain for centuries to come and lives to be remembered of those perished because of harm from coal dust.

And for those that approve increased coal trains and transport of and those engaged in the profit making aspect of coal transport will be dancing and hear the gold jingle in their pockets.

I submit Exon Valdez and BPoil and the glof as an example.

Maiers, Carol (3448)

(6) Come and live ~~we~~ with me and try to have a unerupted anytime of day or night, be sure it's in the summer when windows need to be opened and try for an unerupted night's sleep presently. Oh please come and feel the aggetation and pain from of trains that put in horns on in Kenton and keep them blasting all the way through to the end of Auburn. Increase train traffic and seniors already dealing with aging demenishing hearing, ~~and~~ increased hearing losses will occur.

(7) Blocked intersections, come see how many intersections will be block, 1/2 of Kent's citizens, if coal trains increase, homes will burn and people will die, unnecessarily. Fire station and Police Depts are in the middle of Kent and Kent is crossed with RR's every block.

If you personally would not subject yourself, family and friends to these guaranteed to happen horrors why would you make a decision ~~to~~ that allow other people to experience them?

There is no positive in granting more coal trains and coal exports, except for those few wanting the immoral profits that will create harm death and destruction of the enviroment.

Those that support increase coal exports will expose who they really are and what they stand for; themselves and greed. Some supporters have already done so, including a Cowlitz County State Representative, shameful!

Carol Anne Maiers
309 5th Ave S # 319
Kent, WA 98032

camaiers@comcast.net

206-979-4798

Submission Number: ***MBTL-SEPA-DEIS-0001915***

Received: 6/4/2016 3:26:24 PM
Commenter: Jerri Main
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Local impact/Tri-Cities area. Wait times at grade crossings already are intolerable, and we occasionally lose impatient people at grade crossings. With a limited number of crossings, emergency response times here will be extended if not managed with attentive local coordination. Sixteen more trains a day through Eastern Washington can be an untenable load. These concerns need to be addressed before operations begin. Another local concern has been coal dust to the atmosphere; we respect the work done to improve the Pasco BNSF terminal to minimize coal dust release from moving trains. The new terminal will improve accessibility for bulky agricultural products with potential Eastern Washington benefit. Globally/ Climate change is my greatest concern, even though it does not personally impact my day-to-day life. I believe fossil fuels are major contributors to the noticeable climate change. In addition, the use of fossil fuels continues to produce seriously unhealthy pollutants.

Submission Number: ***MBTL-SEPA-DEIS-0000873***

Received: 5/24/2016 4:41:08 PM
Commenter: Jerry Maines
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***TRANS-LV-Q2-00016***

Received: 5/24/2016 12:00:00 AM
Commenter: Christine Maitland
Organization:
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 Christine Maitland, and I live in Felida, Washington, which is a suburb of Vancouver and very near the railroad tracks. So these coal trains would be coming through my neighborhood less than a mile from my house. And I disagree that there's no pollution when they say they spray the top of the trains because some of it is still leaking into the air. And we have very still air where I live big parts of the year. No breeze. So whatever is emitted will sit there. And then, after they empty the coal trains, they come back through empty and then there's still dust coming into the air from that. And, so, that is my main concern because I live so close to the railroad tracks.

Submission Number: ***MBTL-SEPA-DEIS-0001135***

Received: 5/25/2016 12:45:26 AM
Commenter: Carol Majewslo
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Do NOT construct and operate this terminal for the export of coal. There is only one reason: burning coal, whether in Asia or in the USA, creates greenhouse gas emissions that affect the entire planet. We can't just look at Cowlitz County, or even the entire route of the coal bearing trains. Global warming is real. Climate change is real. If we want a livable planet for the human race, we must stop burning coal.

Submission Number: ***MBTL-SEPA-DEIS-0001995***

Received: 6/6/2016 2:45:35 PM
Commenter: Aric Maki
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***TRANS-PASCO-M1-00013***

Received: 6/2/2016 12:00:00 AM
Commenter: Brian Malcolm
Organization: Ben Franklin Metropolitan Transportation Planning Agency
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi, my name is Brian Malcolm (phonetic). I'm executive director of the Ben Franklin Metropolitan Transportation Planning Agency for Kennewick, Pasco, Richland for benefit of Franklin County. I think that your Website is well put together. I'm here to mention a couple of things with the SEPA effort, specifically the at-grade crossings. In the Tri-Cities area it seems lacking in the documentation. There are reference to the mainlines that go down through the Columbia Gorge, but not on a return trip for your empty vessels. I would really like to see some further evaluation of those urban at- grade crossings not only in the Tri-Cities area, but Yakima, and Spokane. And that's the bulk of my comments. I'd like to see some increased evaluation of that and then some attempts to mitigate those impacts as that's nearly doubling or tripling the number of trips, depending on which line you're talking about.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001635***

Received: 5/31/2016 6:06:39 PM
Commenter: Taylor Malik-Byers
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Media coverage would have us believe that transporting coal by rail through our state is unprecedented, it's not. We've transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Please reach out with any questions.

Submission Number: ***MBTL-SEPA-DEIS-0002630***

Received: 6/13/2016 11:50:30 AM
Commenter: Nasen Malin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002850***

Received: 6/13/2016 2:47:46 PM
Commenter: Harry & Vicki Malloy
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002964***

Received: 6/13/2016 3:34:50 PM
Commenter: Harry Malloy
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003042***

Received: 6/13/2016 4:55:46 PM
Commenter: Harold Malmsten
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000438***

Received: 5/17/2016 6:59:22 PM
Commenter: Patricia Maloney
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***TRANS-PASCO-M1-00071***

Received: 6/2/2016 12:00:00 AM
Commenter: Ken Malor
Organization: Brotherhood Of Locomotive Engineers and Trainmen
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Ken Malor (phonetic), Pasco, Washington, Brotherhood Of Locomotive Engineers and Trainmen. I wasn't planning on talking so I don't have any notes. I don't know how many trains per ton or anything like that, but what I do know is if people are worried about the fossil fuels -- they go, oh, I want to protest driving their cars putting out this fossil fuels.

With the derailments, they talk about who's going to be responsible to clean up the mess. The railroad. The railroad cleans up their own mess. They always have. As far as emergency rigs, we always have set things in motion to where if trains coming through they know when trains are coming through.

People talk about their asthma and there's always dust is getting them. In the Tri-Cities here the wind blows, it's dust, you can't see for two miles out. If they are worried about dust, they can go somewhere where there is no dust. There is no dust.

The railroad has put out tons of money making sure that these cars is getting dusted off. They get sprayed in Pasco. We put 25 million into the facility right there. We talk about jobs. Yeah, we talk about we always have to be the ones to save the world, you know.

The other countries they're going to do what they're going to do anyhow. Why not create the jobs while we can. We're losing jobs in this country. They say the taxpayers are picking up this cost or that cost. The taxpayers are always picking up the cost.

Look, in '08 when the housing fell. Who picked up the cost? We did. We're going to complain about it, but it is what it is. We should go forward with this and I hope you guys think that too.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002074***

Received: 6/7/2016 4:35:38 PM
Commenter: Lucke Malyurek
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***TRANS-LV-Q3-00011***

Received: 5/24/2016 12:00:00 AM
Commenter: Cheri Mann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Cheri Mann, and I'm here to request that there be an -- here to support the no action option.

I graduated from Mark Morris in 1962. My family moved here from Portland in 1953. I grew up here on the banks of the Columbia River. My father took me out fishing when I was five, I water skied when I was -- all during high school. We had parties on the Columbia River. The Columbia River for our family was very sacred, as it is with the native populations.

My father was a blue collar worker, he was an ironworker. I understand about jobs. Everyday growing up, when we sat down at the dinner table, my father said, we give thanks to the unions for my job, that we have, that I can bring home a decent wage. I totally understand that.

When my father later in life worked at Trojan, I went to him, because then I was an environmentalist, I could really look at the full picture. And I went to him and I said, Daddy, give that job up. It's going nowhere. It's just not a good thing to be involved with. And he said, Honey, it's my job.

And look where Trojan is today.

The coal industry is on the way out. And that's so evident. It's just so evident with every bit of information out there. Why is it dying? It's dying because we need to shift to new technology and get away. Coal does belong in the ground.

The other factor is the enormous health care costs for even having coal dust around. Coal has devastating health consequences.

I would like to talk a little bit about my experience, which does sort of make me tearful. Last August I was lucky enough to travel with the Lummi Nation as they brought their totem pole down along the Columbia River where they visited all the native groups along the Columbia River on their way to deliver the totem pole, Jewell James and the group. And I was only one of two non-native people, people who were allowed to go along.

So I sat in with the native populations all the way along. And it was a privilege and it was something that I wish everybody could do. It rose my awareness so deeply to a level of trying to completely understand the native people and what they have given up and what they are still fighting for.

Their love of land is probably in the end, quite honestly might save the rest of the White population here. The Columbia River is sacred to all of those native peoples along there.

I watched the trains go up the Columbia on our way to Montana, and it was an eery feeling to look over and to see and to think that hundreds and hundreds of additional trains would be traveling through there. It's just inconceivable that that could happen.

I want to talk a little bit about my experience. I was on the Columbia River by Boardman, and we were waiting -- the next day the Yakima Nation was going to come down, and they had offered to make lunch for the traveling group on their way to Montana, the Lummi Nation.

And so I walk out, having grown up on the Columbia River -- and I'm really sorry, I just had been away so long -- looking at the Columbia and walking out into it, and I thought it was really pretty warm, and I looked over my shoulder and Oregon is on fire. There is smoke, thick smoke billowing around, and the hot sun was coming down. This was the very end of August last year.

And I walked out into the Columbia and I turned around to the one scientist with the Lummi Nation, and I said to him, this really feels like warm water, how warm do you think it is? And he said, well, I'm pretty sure it's about 70. And I said, 70? And I said, well, can salmon spawn? And he said, well, they have difficulty now probably. At 72 they will not spawn. I understand that it takes a lot of hot air and climate change to go raise the Columbia to that kind of level, but we're at the -- we're just -- we're there. We're there.

And with all the smoke, the next day the Lummi Nation did come down. And it was such a sad thing to hear them talk about Mt. Adams and their land on fire. So right there, on the Columbia River, forest fires in both directions, thick smoke, and we're going to add coal dust to all of that and to continue heating up that precious area?

I also want to talk about salmon for a minute. So, I'm not going to go into health because there are too many experts to say -- to tell that part of the story. The salmon. I believe that the salmon are the most important commodity in the Pacific Northwest. For our salish sea, for the Columbia River, for all the tributaries, for everything for our native peoples, for the millions and millions of dollars that rely upon salmon and all the species and all the animals that go along with it. If the salmon fail, the consequences are like dominoes and we might as well -- I just don't know what we'll do. It's just inconceivable.

Yes, we need jobs. I understand those people standing out there. I understand companies that want to make money. I understand all that. And I do support it. Dads have to work, mom's have to work. But not on the backs of an environmental, a health crisis, the native peoples, not on the backs of so many different entities.

And for those reasons I support a no action. It to me is the only way to go. And I will fight to maintain the Columbia River, at least that it doesn't completely collapse as an eco system.

Submission Number: ***MBTL-SEPA-DEIS-0000235***

Received: 5/10/2016 5:32:21 PM
Commenter: Nellie Manning
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0001153***

Received: 5/25/2016 11:50:14 AM
Commenter: Rouhana Mansour
Organization:
State: Colorado

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Millennium Bulk Terminals-Longview, LLC and the coal industry should be allowed to participate in the free market and have the opportunity to export American products to foreign markets.

Submission Number: ***MBTL-SEPA-DEIS-0000519***

Received: 5/19/2016 5:21:34 PM
Commenter: Mar
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0002031***

Received: 6/6/2016 3:15:26 PM
Commenter: Ethan Marcoux
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0000032***

Received: 5/1/2016 4:23:30 PM
Commenter: Susan Marcus
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility. Sincerely, Susan Dawn Marcus

Submission Number: ***TRANS-SPOKANE-M2-00051***

Received: 5/26/2016 12:00:00 AM
Commenter: Margaret
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. I'm Margaret (inaudible). I live up in Mead. Have you heard the really good paying jobs in the (inaudible) in North Dakota? They could not keep up with the housing demand. And now apartments are lying empty, advertising free rent for up to three months.

The state of North Dakota was swimming in oil revenue that they cut. That they cut by three-fourths because they had so much money. Now they have none.

They had to build new schools, which now have a fourth -- less than a fourth of what they were built for in those schools. And we know what's happened to the land. It's unfit for crops and the water is bad.

Short-term policies provide short-term jobs and huge corporate profits that they'll probably squirrel away in Panama or someplace else. The people of the world will end up paying the cost. We already do the. Coal is taken from public lands which we own.

We will pay in sickness, death, and the poisoning of our environment. Coal being burned in China does land in Washington state. Your children will be ashamed of you if you vote for the short term. Think long term. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000176***

Received: 5/9/2016 6:46:24 PM
Commenter: Matt Maria
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

To whom it may concern, Regarding the proposed Millennium Bulk Terminals-Longview, I ask that the EIS consider the loss in productivity of riparian ecosystems from Montana to Longview and in particular the Columbia Basin and its watersheds. The Columbia River Basin is home to thirteen runs of threatened salmon and other endangered species. An increase of coal trains into the Columbia River's drainage basin along with other proposed impacts like dredging in shallow critical habitat, coal dust, dust-suppression spraying resulting in wastewater discharge, and conveying coal over the water ways will negatively impact the population of salmon. Salmon have been crucial to human survival for millennia and we are still understanding the role they play in our ecosystems. Harfield and Naiman showed in 2001 that a "conveyer-belt of salmon" deliver much needed nutrients for plant growth, 25% of the limited Nitrogen in the riparian zone comes from Salmon. The value of these Columbia Basin riparian systems can not be fully quantified but do support sustainable industries. The USDA has invested $40 million to research plantation production of the riparian Black Cottonwood for biofuel. State and federal agencies have invested, through conservation easements and other mechanisms, in riparian buffer vegetation to support salmon habitat. These riparian buffers also support biodiversity and beneficial insects that control agricultural pests, pollinate, and reduce disease outbreak in forests. Our great 300 ft Douglas Fir and the other prolific species of the Columbia River basin can provide more than pulp, through higher management for large trees and heavy timber construction, poly-silviculture multi forest product systems, and agro-ecosystems. Furthermore, please consider the historic Bolt decision and our promise of salmon for the tribes from usual and accustomed fishing places. Finally, the greatest impact of transporting additional coal anywhere will be the increased rate at which it is burned fueling climate change with untold but largely understood, massive negative impacts on the social, environmental, and, economic fabric of society; as well as increased mercury and other pollutants that are shown to poison our air, water, fish, and food supply, particularly threatening the health of women and children that consume fish. Thank you and good luck, Matt Maria

Submission Number: ***MBTL-SEPA-DEIS-0000323***

Received: 5/11/2016 2:08:38 AM
Commenter: SABASTIAN MARICHALAR
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002187***

Received: 6/7/2016 7:07:08 PM
Commenter: James Mariner
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. It will add much needed jobs, provide cleaner coal for the planet, and facilitate industry here and abroad. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The Draft EIS states that concentration of coal dust from trains is highest adjacent to the rail line & would decline by 50% within 100-200 feet of the lines. How many miles of the current BNSF main line is within the 100-200 corridor? Much of the line is very close to the Columbia River shoreline & the coal dust will negatively impact the water quality & all animals & people who depend on it.

Betty Marino

(additional space is provided on the back)

(comment continued)

Submission Number: ***TRANS-PASCO-M1-00070***

Received: 6/2/2016 12:00:00 AM
Commenter: Amy Mark
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

First of all, I am Amy Mark (phonetic) resident of Richland, Washington. I'm a citizen of Benton County, and I'm speaking on behalf myself. I'm speaking on behalf of your grandchildren, my grandchildren, your great grandchildren, your great great grandchildren. I'm speaking on behalf of the environment.

Jobs are very important. And they will be important always. But our grandchildren will some day ask why -- what kind of a decision was made to where we are now? We want them to breathe fresh air. We want them to be able to live in an environment where the infrastructure is not totally crumbling.

So we would rather put our tax money where it will be a benefit to our children and our children's children. We would like them to have an environment that is a healthy environment to breathe. We want them to be able to breathe.

We want them to be able to live as we were in our early life and in a healthy environment. So we need to base this on jobs, not just today. We need to base it on our children and their benefit and their health. Please reject this permit.

Thank you very much.

Submission Number: ***MBTL-SEPA-DEIS-0001829***

Received: 6/2/2016 5:42:48 PM
Commenter: Neil markert
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. This is Wyoming are population is low but we try to keep the is running the coal we produce helps us financially and the us energy wise. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001121***

Received: 5/24/2016 7:42:25 PM
Commenter: James Marko
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Regulators have been looking at this project for years, and it's time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments it's time to let it. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001120***

Received: 5/24/2016 7:41:42 PM
Commenter: Kacie Marko
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough â€" now it is time to move forward with a fair process for permitting. I greatly appreciate you considering my input.

Submission Number: ***TRANS-PASCO-Q2-00005***

Received: 6/2/2016 12:00:00 AM
Commenter: Amity Marks
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am Amity Marks. I live in Richland, Washington and Benton County, and I'm a citizen of this planet and I represent myself, but I also represent my grandchildren and my grandchildren's grandchildren and also I represent the grandchildren of the people that are sitting up there on the stage.

Years down the line when these children come of age they will be asking why were decisions made that were damaging to the planet, and why wasn't our tax money used to take care of the infrastructure. So I'm very much against providing this permit because it will damage their health. I want them to have clean air to breathe, I want them to have an infrastructure that isn't totally corroded and, if they were here right now, they would be saying, please, think about us, don't just think about jobs.

I'm all for jobs, but those jobs should be for the children. They should be given for infrastructure, given to help our children have better lives like we did. So, please, reject this permit for our children's sake.

Submission Number: ***MBTL-SEPA-DEIS-0001100***

Received: 5/24/2016 7:22:02 PM
Commenter: Freddy Marler
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0000348***

Received: 5/11/2016 11:10:15 AM
Commenter: Marlynne
Organization:
State: Utah

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's time to get away from dirty energy. After all of the storms, natural disasters and weather pattern changes, including the devastating El Nino that has just bleached half of the Great Barrier Reef, we need to STOP all new dirty energy projects. take the money and focus on clean alternatives!

May 24, 2016
Cassi Marshall – 521 NE 17th Avenue, Camas, WA 98607

My name is Cassi Marshall. I live in Camas, WA and work in neighboring Washougal. The railroad lines that travel through the Columbia River Gorge run right through both of these southwest Washington cities – We are rail communities at the Gateway to the Gorge.

I am here today to voice continued opposition to any projects that would bring an increase in dangerous rail traffic through Camas and Washougal – of critical and current concern is the proposal to haul huge quantities of coal through the Gorge on its way to Longview.

I work in the Superintendent's Office at the Washougal School District. I'm not here speaking on behalf of the District, but rather, as a concerned district employee and community member. Our office looks directly across the street to the tracks, just a stone's throw away. While I do have health and safety concerns for myself and my co-workers, of MUCH greater importance is the proximity of many of our district's schools to the tracks. I've seen the dust blow off the coal cars in the Gorge – it's a windy area. I've also been stopped many times at Washougal's at-grade track crossings. The delays are annoying for commuters like myself, but could be catastrophic if involving emergency response.

The DEIS did not do a good enough job of taking into consideration the impacts of coal dust and traffic delays on rail communities like Washougal and Camas. These are major health and safety concerns that simply were not addressed sufficiently.

I'm asking you to take a very serious look at the potential impacts along the ENTIRE proposed transport route. The health of our communities is at stake. Thank you.

Cassi Marshall

Thank you for allowing me to speak today. 5/24/2016

My name is Rick Marshall and I'm a real estate developer in Camas WA, one of the many rail communities impacted by the Millennium proposal

I am very concerned about the adverse impacts of coal trains on property values along the tracks.

Now normally, the railroad is not too bad of a neighbor. I'd rather live near the tracks than near a busy hwy. But coal trains are a different type of train and one of the major deficiencies in the DEIS is to not adequately examine the negative impacts of specifically coal trains.

Coal trains are longer, louder, more polluting due to the extra engines, and have the possibility of releasing hazardous coal dust. There are only a couple of studies out there that have looked at the impact of increased train traffic on property values. But these studies aren't adequate because they look at an increase in generic train traffic, not coal train traffic, and the two aren't the same.

Look, when I'm standing on one of our lots looking down at the tracks and an Amtrak goes buy – it's not too bad, it's kind of fun to watch. Same goes for generic freight trains – it's nice to see commerce moving. But a long, loud, monotonous coal train with double or triple the engines is not pleasant. And all that uncovered coal simply reminds me of the pollution waiting to happen.

Reduced property values can hit people hard. I'm probably not going to get much sympathy as a developer, but there are lots of folks who live near the tracks and I know their homes represent the bulk of their life savings. Hurting their property values is not fair. And even a small decrease in property values can equal a huge impact, as there is billions of dollars worth of property along the tracks from here to the mines.

Please consider the negative impacts to property values as you evaluate the DEIS and I strongly urge you to reject the Millennium proposal. Thank you.

Rick Marshall 521 NE 17th Ave, Camas, WA 98607

RMarshall

Submission Number: ***MBTL-SEPA-DEIS-0000797***

Received: 5/23/2016 4:47:16 PM
Commenter: Travis Marshall
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I live in the state of Wyoming we have the cleanest coal in the world, this product powers our state economy. Any help you can give us will be appreciated! Thank you for the opportunity to reach out on this important issue. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency. Sincerely, Travis Marshall Familyfootdoc@gmail.com 82609

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MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☑ Human Health
- ☑ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☑ Coal Dust
- ☑ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☑ Wetlands or Streams
- ☑ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Please accept my concerns about the health & safety issues surrounding the Millennium Bulk Terminals coal-export proposal. Even not counting the recent oil-train derailment in the Columbia Gorge, I am worried that rail transport is dangerous enough without the added passing of sixteen new coal trains each day. Coal dust coats rails, making derailment an increased possibility, and too many communities along the rails mean unacceptable danger in case of derailment. Coal is itself a combustible medium, even during normal transport.

(additional space is provided on the back)

(comment continued)

Marshall, Wendy (3482)

I would like to see jobs added along the Columbia, including development that do not threaten the river economy with dust residues, added diesel emissions, and accident potential. Please do not threaten the rivers thriving economy, and Longview itself for the profits of this one fading, unsustainable industry. Say No to Coal Exports.

Thank you, WM

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- ☐ Coal Dust
- ☑ Greenhouse Gas
- ☑ Climate Change
- ☐ Plants and Animals
- ☑ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☑ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Thank you for the opportunity to comment. I am a geological scientist, medicinal herbal student and outdoor-activities writer based out of Portland, Oregon, who took part in the hearing and rally in Longview, WA; I also grew up in Northwestern Washington State. I feel fortunate to have served as a research intern in Alaska at the Geophysical Institute of Alaska Fairbanks, in 2003. We analyzed data as far back as 1917, using variables such as river ice breakup times (annual), temperature gradients, cloud cover and glacial depths via seismometer to look for

(additional space is provided on the back)

(comment continued)

trends that could either validate or refute climate change as a theory. We found clear evidence of steadily warming temperatures throughout the century. The consequences of climate change were already making themselves felt: That same summer, formerly solid permafrost or frozen ground was in the process of thawing out beneath the foundation of some of the Geophysical Institute's structures, destabilizing those very buildings — construction and repair was under way. Besides warming trends in Alaska (and the Pacific Northwest, as evidenced by recent years), I am concerned that any coal we export to be burned in Asia will indeed affect our global climate. Our results from the Alaska studies were incorporated into the International Arctic Climate Impact Assessment, with the hope of further understanding and mitigating climate change. Also, any pollution from Asia can, and will, eventually cycle back to North America via air and ocean currents, possibly damaging our fishing and other industries. For these reasons, I must argue against building the United States' largest coal-export terminal in Longview. While I understand the local communities' push for better jobs, many Longview residents are not in favor of this project and I must, as a scientist and global citizen, stand with them. Large-scale, low-grade coal production is not a wise choice for our nation or human global community to be making right now; it is time for a cleaner, cooler, more long-term sustainable direction for our tracks to take, one that provides locals with more lasting jobs for future generations. Thank you, and I have faith in your ability to arrive at a positive decision for all.

Sincerely, Wendy Carre-Marshall

Marshall, Wendy (3484)

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MILLENNIUM **Bulk Terminals-Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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Does your comment relate to one or more of the following areas?

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- ☐ Air Quality
- ☑ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☑ Greenhouse Gas
- ☑ Climate Change
- ☑ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Dear Decision-Makers, I will be the first to admit I am a hypocrite. Both sides of my Texan ancestry followed industry where they smelled it. In certain parts of this country, few other jobs existed than petroleum. Both my grandfathers were refinery engineers, and my great-grandfather Albert will be renowned (however quietly) as the company draftsman who designed the famous Texaco star logo. I've both smelled and tasted crude oil, & as a geophysics major, I could easily have chosen that path for my life's work. But I'm wise

(additional space is provided on the back)

(comment continued)

enough to realize that my great-grandchildren's future, and our collective health, means far more than pride in what my great-grandparents accomplished. I've seen what the petroleum industry did to my birth-town, and to the Gulf of Mexico. Back then, we didn't know better. Now we do. I've also seen how large companies, who cared only for fossil-fuel profit, treated both my grandfather and uncle. I want better for the people of Longview. I don't want to see those men and their wives and children forced to choose industry that soils their community just to secure living wages. If I could uplift Longview as a town and give them all better jobs now, I would. But all I can do now is protest the Millennium Bulk Terminals proposal because, as a member of the younger, millennial generation, it is my job to do better than my forebears, do go where they didn't or couldn't go. That means renewable energy, that means cleaner air & water. that means an industry where men get blown up & poisoned less on the job. And it means jobs that last, rather than an increasingly defunct industry. I've put family pride aside: I've gone all-green on PGE's Green Power plan. I do all I can to make our future cleaner & cooler, small though I am, and I'm doing it long after the Texas Company became Texaco and then became Shell-Texaco. We must look to the future for industry. Thank you for hearing citizen concerns. Please say NO to coal export.

Regards,

Mike & Jo Marten
292 Carlon Loop Rd
Longview, WA

Air & water pollution esp - rain falling on piles of coal

# of trains per day - cost to state, federal & local gov. for allowing trains to cost @ $340 million to modify the traffic flow effect

long term effects of terminal since the profit margin for coal keeps falling & that millenium will leave the federal & state to rely on Superfund monies to clean up the mess

promise of 120 full time jobs - believe is way overestimated & due to mechanization is probably closer to 80.

believe the large area of land could better support an industry or manufacturing that would have more family wage jobs.

what is the coating being discussed to put on the train car loads?

Submission Number: ***MBTL-SEPA-DEIS-0001363***

Received: 5/26/2016 7:20:31 PM
Commenter: Doug Martens
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is with great concern for the environment that I write to ask your support of the Millennium Bulk Terminals proposed Longview coal export project. The pains that have been taken to strike a balance between environmental and economic concerns is impressive. This project is an example of how ports should be developed and I would like to see it move forward without delay. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, and it’s time to let it. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0000228***

Received: 5/10/2016 5:21:02 PM
Commenter: Curtis Marthaller
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0000688***

Received: 5/23/2016 12:33:38 PM
Commenter: John Marthens
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it's the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0002714***

Received: 6/13/2016 1:35:28 PM
Commenter: DaleAnne Martin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002768***

Received: 6/13/2016 2:15:15 PM
Commenter: David Martin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003006***

Received: 6/13/2016 4:31:32 PM
Commenter: David Martin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002832***

Received: 6/13/2016 2:40:55 PM
Commenter: Douglas Martin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003069***

Received: 6/13/2016 5:15:22 PM
Commenter: Douglas Martin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0003071***

Received: 6/13/2016 5:15:23 PM
Commenter: Douglas Martin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001421***

Received: 5/27/2016 9:15:48 AM
Commenter: Kenneth Martin
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am strongly opposed to the proposed plan to transport coal through the gorge by railroad trains...as many as eight a day for years. The dust and noise pollution will disgusting. I would support a plan that sealed the rail cars tight to keep the strong gorge winds from blowing dust from the tops. For example yesterday the wind gusts here in The Dalles were approximately 40 mph and typically gust to 25 mph through the spring and summer. A preferable method of shipping coal would be by barge but those loads would have to be air-tight as well to avoid the pollution of the Columbia River.

Submission Number: ***MBTL-SEPA-DEIS-0001960***

Received: 6/6/2016 2:09:44 PM
Commenter: Phil Martin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0002080***

Received: 6/7/2016 4:40:19 PM
Commenter: Phil Martin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

ENOUGH IS ENOUGH! LET THEM BUILD IT!!!!! Very frustrating that Millennium has committed to cleaning the facility up post Reynolds/Alcoa and will create jobs and all after four years we are still not passed this point. I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0001791***

Received: 6/2/2016 5:08:43 PM
Commenter: Randy Martin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0002208***

Received: 6/7/2016 7:21:35 PM
Commenter: Randy Martin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001386***

Received: 5/26/2016 7:31:30 PM
Commenter: Mark Martinez
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Submission Number: ***MBTL-SEPA-DEIS-0003096***

Received: 6/13/2016 5:26:24 PM
Commenter: Natalie Martinez
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003257***

Received: 6/13/2016 7:16:02 PM
Commenter: Nathali Martinez
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I want to voice my support for the proposed Millennium Bulk Terminal export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0001908***

Received: 6/3/2016 10:55:45 PM
Commenter: Amedee Marx
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Coal is the dirtiest of all fossil fuels. It promotes global warming. These are facts! Our first priority in considering whether a permit should be given to Millennium is the welfare of our children and our children's grandchildren and great grandchildren. There will always be a need for jobs. The consequence of jobs can either be beneficial to our children and their children, or damaging to their home, planet earth. This is the choice. I favor the welfare of our children over the corporate profits of Millennium. Our tax dollars would be better spent on infrastructure like roads and bridges rather than repairing tracks damaged by heavy coal cars and cleaning up after coal train accidents.

Submission Number: ***MBTL-SEPA-DEIS-0001909***

Received: 6/3/2016 11:14:25 PM
Commenter: Emmett Marx
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Most of the objections to granting a Permit for this project are based on environmental concerns. In this time in our history impact on our environment should be taken very seriously. Coal dust blowing off of train cars is a serious concern. Interruption of traffic at crossings is a great concern in the long run. Burning of coal has a serious impact to the atmosphere whether in our country, or another, so we should not be promoting it. Therefore, the Permit to proceed with this project must, in good conscience, be rejected.

Submission Number: ***TRANS-LV-Q1-00075***

Received: 5/24/2016 12:00:00 AM
Commenter: Mary
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi, my name is Mary. I'm from Sydney, Australia, and I live in Portland, Oregon. I pay taxes, and I'm two years away from becoming a citizen. I'm here to appeal to you to say no to coal export here in Longview. I love the Pacific Northwest. It's my new home. In late 2013 just before I moved here to marry my American sweetheart, there was an unseasonably hot, dry spring in Sydney, Australia, a country affected by ever increasing drought, and the world's fifth largest coal exporter, by the way. My father got caught in a wildfire on his property in a time of year when it should have been raining. He died at the scene. This is just one story. We are already seeing the effects of climate change. Ice caps and glaciers are melting, part of the Pacific Islands where people had homes are already in the ocean, forests are dying, the Great Barrier Reef off the east coast of Australia has only a few years before it dies if global warming continues. There are more and more catastrophic storms all over the world every year. Animals are going extinct everywhere at an alarming rate. The coal that will be shipped from Longview will go to Asia to fuel the factories in cities where people already cannot go outside without air masks or open their windows. This coal will add significantly to carbon in our atmosphere, 44 tons of it every year, while we are one step away from catastrophic runaway climate change. I don't want to have children as I'm afraid of what the world will be for them. Dear panel, this here is an extremely local issue. As we know, so much is at stake for the local environment, wildlife, our health, traffic flow, jobs. But this here is also a global issue. We cannot afford to continue supporting the coal industry that fuels climate change. New local jobs will come from innovations in newer, cleaner industries. Jobs and poverty are bigger issues than this band-aid job solution offered here with the Millennium Bulk Terminal. Coal is a dirty mistake of the 20th century and we must leave it in the ground. It's not exaggerating to say that to vote no action you will stand up for a liveable future for all living beings on this planet. Thank you.

Masis, Kathleen (3381)

Submission Number: ***MBTL-SEPA-DEIS-0003381***

Received: 6/13/2016 11:50:06 PM
Commenter: Kathleen Masis
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am concerned about diesel particulate matter, and delayed emergency response times. These will result in increased pulmonary, cardiac, cancer and safety impacts, with children and the elderly at highest risk. Re: 2.2.3 Washington State Air Conditions are assessed, and inhalation cancer risk is raised in the cities along the train route. The conditions in my state, Montana, are not assessed, but diesel particulate matter would have an impact on our health. Also more train traffic will require infrastructure improvements to mitigate the isolation of the south side of Billings (where the interstate highway is) from the north side where the hospital emergency rooms are. The dEIS states that one half of the increase in carbon dioxide emissions reported in the dEIS cannot be mitigated. In addition, the mitigation plan that is described for CO2 is far from convincing. It is overly vague. Health and safety effects of climate change from burning fossil fuels must be addressed now. This dEIS shows that the project should not be approved. I agree with the American Lung Association that avoiding exposures is the best prevention. American Lung Association 2011 How to Protect Yourself from Ozone, Particle Pollution To minimize your exposure to ozone and particle pollution: ¦ Pay attention to forecasts for high air pollution days to know when to take precautions; ¦ Avoid exercising near high-traffic areas; ¦ Avoid exercising outdoors when pollution levels are high, or substitute an activity that requires less exertion; ¦ Do not let anyone smoke indoors and support measures to make all places smokefree; and ¦ Reduce the use of fireplaces and wood-burning stoves. Bottom line: Help yourself and everyone else breathe easier. Support national, state and local efforts to clean up sources of pollution. Your life and the life of someone you love may depend on it. http://www.stateoftheair.org/2011/assets/SOTA2011.pdf Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000772***

Received: 5/23/2016 2:13:27 PM
Commenter: Julia Mason
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am concerned about the quantity of coal that would be travelling through my neighborhood in northern Portland. Coal trains are a source of particulate pollution that adversely impact health. As a pediatrician I worry about kids with asthma who live close enough to the tracks to be affected by coal dust. On a larger scale, I worry about enabling the mining and burning of coal and its effects on the planetary carbon system.

Submission Number: ***MBTL-SEPA-DEIS-0000287***

Received: 5/10/2016 7:04:50 PM
Commenter: Lawrence Mason
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001233***

Received: 5/26/2016 6:08:57 PM
Commenter: Tracy Mason
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close â€" and move on to a permit decision. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

RECEIVED
JUN 13 2016

Millennium Bulk Terminals EIS c/o ICF International
710 Second Avenue Suite 550
Seattle, Washington 98104
June 8, 2016

Gentlemen:

I live in Portland, Oregon and often visit the Columbia River Gorge. We hike and visit wineries, restaurants and museums, and do a little birdwatching. When out of town visitors come to visit, the first place we head for is the Gorge which truly has a bit of everything. A couple of years ago, we were fortunate in having some visitors from Japan who wanted to see wind- and kite-surfing. The Gorge, one of the world's premier spots for that sport, left them thrilled and eager to see more.

As a result of that experience and my years of visiting the Gorge, I feel very concerned about the huge, new coal terminal proposed for Longview. The plan is to ship up to 8 full trainloads of coal through the Gorge every day. In many places, the RR tracks run right along the river bank very, very close to the water. If there were any kind of derailment leading to an coal spill, the coal would spill into the river affecting water quality and the pristine environment that is so important to the Northwest. The result is hard on wildlife, fishermen, nearby residents and small businesses. In addition, coal dust flies off the rail cars as they travel down the Gorge occasionally creating hazardous driving conditions by limiting vision.

The tourist trade in the Columbia River Gorge supports thousands of jobs and many, many small businesses. Coal train traffic through the Gorge puts many of those jobs in jeopardy. One or two mishaps will be enough to discourage tourists and could seriously derail a whole wind-surfing season.

I am further concerned about the greenhouse gases that will be produced by burning this coal once it reaches its destination in Asia. We know that some of the pollution and toxic effects will come right back here to the Pacific Northwest. The United States is right to start phasing out this outdated source of energy. Encouraging others to use it is hypocritical at best - is their health any less important than our own?

A coal terminal will of course provide some jobs, but will put many other jobs, people, and our National Scenic Area at risk. A terminal is not a good fit for this area. We all have too much at stake.

The No Action alternative is the only viable choice for this terminal.

Thankyou for viewing my deep concerns for the Columbia River Gorge,

Stephanie S. Walker-Masson
405 N. Castle Ave.
Portland, OR 97227

Submission Number: ***MBTL-SEPA-DEIS-0002399***

Received: 6/9/2016 6:11:40 PM
Commenter: Ivy Masters
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

he draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Thank you for listening.

Submission Number: ***TRANS-LV-M2-00120***

Received: 5/24/2016 12:00:00 AM
Commenter: Leah Matheson
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello, I'm Leah Matheson (phonetic). They call me sprout. I'm a lifelong Portlander. I have family in Battle Ground, Vancouver, Puget Sound, throughout Washington. And we've lived here for a long time and for generations.

We care about this area. Why are 40,000 people moving to Portland? Because the environment is still nice here. Why do we want to make it like all the places we've desecrated along the East Coast and Midwest? Look at the history of the coal industry. Do they care about people? No.

How many people die in the coal mines today still and historically? If you want to look into the history of coal mines, read Three Strikes, the Ludlow Massacre. They called our government National Guard to kill coal mining families, mothers and children, burn down their tents while they were sleeping. Why? Because they wanted to build a union and have worker's rights and safety regulations.

These people were being paid pennies a day and working themselves to death. The coal industry is full of stories like this. This is not taught in history books. The Ludlow Massacre was an outrage in American history of workers being killed by our own government. Look it up. It's real. That's one example. Look up Working Man's Death, excellent movie about how industry kills workers.

These industries do not care about human life. They consider them a worthwhile sacrifice for the profit margin. You can't find a good job? Hello. I'm a Yoga teacher. I'm not trying to create pollution in the world.

I'm trying to help people be healthy and relax a little, because most of them have really hard jobs. I'm not saying everyone can be a Yoga teacher, but I'm saying be creative. Start your own business. I hire people to teach Yoga for my classes, you know.

It's time for the future. The future is here. We are going to try to declare the year 2017 Earth Year, not Day. And it's time for people to commit to a sustainable future for our children and planet.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001768***

Received: 6/2/2016 4:48:41 PM
Commenter: Clint Mathews
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001769***

Received: 6/2/2016 4:49:16 PM
Commenter: Tracy Mathews
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002409***

Received: 6/9/2016 6:17:14 PM
Commenter: David Mathis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base. Exporting coal is also good for Wyoming as a producer and intermediate states gain from from benefits provided by the transportation industries involved.

Submission Number: ***TRANS-PASCO-M2-00042***

Received: 6/2/2016 12:00:00 AM
Commenter: Matthew
Organization: Certified Electrical Workers of Washington State
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 Matthew. I'm Executive Director of Certified Electrical Workers of Washington State.

I'm in support of family-wage jobs, so I'm also in support of the Millennium Bulk Terminals.

The Environmental Impact Statement came out in favor of the project. The double standard this project has faced are ridiculous. This project has been diligently working for five years already, five years. That's completely dysfunctional, and that will drive away any future investment away from Washington State.

I'm an electrician. I love green energy. I even drive an electric car. It's in the parking lot. There are some amazing green technologies coming down the pike, but they're not here yet.

If we keep turning down energy projects like this one, when the time comes for green energy projects, where are they going to build them? They're not going to build them in Washington.

So I urge you to support family-wage jobs now and in the future and support the Millennium Bulk Terminals. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001277***

Received: 5/26/2016 6:35:02 PM
Commenter: Ronald Matthews
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001647***

Received: 5/31/2016 6:14:10 PM
Commenter: Stuart Matthews
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0003831***

Received: 6/14/2016 1:20:33 AM
Commenter: Gary Mattson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
Gary:

I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one singal entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

Steve Running: Yes, I want to particularly point out what I see happening in the global coal markets and global carbon cycle science. That's the stage that I work in, global carbon cycles. We, probably a decade ago, first identified really clearly that the biggest single carbon emission by humanity is burning coal for electric power. It became clear to us right at that point that everything else we do in trying to reduce carbon emissions wasn't going to matter at all if we didn't, first and highest priority, quit burning coal for electric power.

That was over a decade ago. It didn't seem like we were making much progress until about the last year. I can finally say that we've had a pretty good year in global policies. Obviously we all know about the Paris Climate Agreement where every nation signed on to a commitment for driving down carbon emissions, and for most countries that first biggest carbon emission is burning coal for electric power.

What's more immediately relevant to us here is that China not only signed the Paris Agreement, but China actually does a 5-year strategic plan for the nation. What a concept to actually plan the future of your nation. We've got learn something here. In the last 5-year plan, China has publicly announced that they will quit importing coal. What we're clearly seeing is that in 2014 and 2015, China's coal imports went down by actual statistics, so they're making good on this strategic plan that they've announced.

They are starting to drive down their purchasing of imported coal. Of course, their 2 biggest sources are Australia and us. They have already announced that they have a strategic objective to quit buying coal. I can't imagine a worse time for America to be building more coal infrastructure when the biggest customer has already announced publicly that they're going to quit buying. This is really almost a no-brainer.

What I also see now in this last year is that the world financial community has really started to catch on that long-term fossil fuel investment, and particularly long-term coal infrastructure investment, is just plain a bad idea. It's a bad investment. You have very high probability of losing your investment with the trajectory of the global economy and energy. When the world bank and Goldman Sachs, I read almost every week another major financial institution announcing that they are getting out of coal investment ... What we see here is the local version of that same decision point.

You would think this ought to be an easy decision, that the last thing the Pacific Northwest would want to do is invest in long-term infrastructure for coal export when a major customer has already announced that they're going to be capping their imports. I think this is to me, at the global scale that I work at and study and follow, this really should be a pretty easy decision then. This is certainly not a terminal that we want locally, but that even makes any sense in terms of a larger financial picture. It just doesn't make sense one bit. I think that's what I want to leave with you on this topic. Thank you.

Paul Smith: I'm really happy to get a chance to comment on the health implications of the increasing coal shipments by rail for our communities and others. It's easy to make the case that negative health impacts with coal will occur because they've been occurring for the last several hundred years. There's no reason to think a little bit more is better.

I hope to stress the health threats local to Missoula and also stress that this new threat will be greatest on the vulnerable, including children, infants, the unborn, and the elderly. I also have a list of references that I always feel nervous talking and making statements without. If anybody wants the list of the references that at least give the health implications, please see me. Because I take care of children and infants with lung disease, obviously my main concern at the local level is the increase in air pollution from these diesel fumes, coal dust, and worsening climate change.

Data is substantial showing that coal trains do increase bloom concentrations. Diesel emissions are recognized as carcinogens, which was previously noted, and contain toxic substances such as polyaromatic hydrocarbons and particulate matter or PM. Coal dust also adds to air pollution in the form of particulate matter. Of the 6 criteria of air pollutants that the EPA is mandated to regulate, particulate matter is perhaps one of the easiest to track and to correlate with health effects.

It's generated a vast amount of medical literature. We know there is PM increase as public health worsens. We also know that when we lower particulate matter, population health improves. That's an important concept and lends significant credibility to particulate matter being culpable, and justifies action that lowers air pollution. Particulate matter leads to lung damage and diseases such as asthma and COPD. Children are at the highest risk because their lungs are developing and they have more life years of exposure.

This often worsens over decades from accumulating scar tissue along the airways by repeated injury. We have no cure for asthma. For today's living asthmatic children, they may end up being tomorrow's asthmatic cripples. In health, particulate matter also leads to diseases distant from the lungs such as heart disease, stroke, and cancer and even adverse effects on pregnancies and fetal tissue. Infants born to a mother exposed to high concentrations of particulate matter are born smaller, and with impaired lung function.

These more systemic effects outside of the lung happen in part because fine particulate matter can also cross pulmonary system directly into the circulation and they release whatever poisons they contain. Missoula already struggles with air quality in a large part because of our valley inversions that attract pollutants. Despite strong efforts to decrease particulate matter, we often, here in Missoula, are close to the prescribed threshold by the EPA for particulate matter.

There is no safe lower threshold. The more time one spends in high exposure of particulate matter, the greater the effects. Again, this is of special concern to children. Another health concern with coal dust is increased chance of train derailments. You might recall an article in the Missoulian last year quoting the Department of Transportation estimating that there would be over 10 derailments per year in the US of trains carrying nothing but ethanol and oil cargo alone. Missoula is a very populated area. It's time we realize that with only 2 hospitals in our town, we would struggle to handle the type of derailment disaster that hit Quebec killing 47 and devastating a small

town.

Then finally the effects of coal combustion on climate change are already significant here in Montana. As it was noted, we've already come through 2 of the warmest years on records and the warmest April on record. Our snow pack is already lower than normal this year and it's disappearing. Our farmers and ranchers are threatened. Increased forest fires and hot weather will again threaten our health and our children's health.

By way of closing, one of my favorite quotes when giving a talk like this is from CF Elliot in 1909. He was then secretary of Anaconda Copper Mining Company. He stated, "We have the perfect right to carry on a legitimate business and if incidentally we should pollute the atmosphere nobody has the right to complain until specific damage gives them a cause of action." This statement really describes the position that we're in as a company.

We can't stop a process legally until we can show harm. By then, the ground, the air, and the water are contaminated, and our children are sick and it's too late. So ask yourself when we're coming through these discussions what angles are we heading in? Is the public being shouldered with the responsibility to prove harm or is the impetus on the industry to prove there's no harm? Harm to health has already been shown. There is specific cause for us to halt more pollution.

John: Good evening. I'm John Woodland. I retired in January as the Superior, Montana Fire Chief. I'm speaking from my background in emergency services, I do speak for myself. Superior is one of the many small towns along the rail line that this project will negatively impact. Emergency services and access to many of my district's neighborhoods require crossing the tracks. That's true of many other towns along the rail line. This is what's hauling our water supply across the tracks.

I personally waited at a grate crossing for a train to pass while on an emergency service response. This proposal lacked the train traffic. It increased the likelihood emergency services will be negatively impacted in communities all along the tracks. The tracks in Mineral County in places are built right along steep mountainsides next to the Clark Fork of the Columbia River. Trains fall off these tracks sometimes into the river and not that infrequently.

In my 10 years as the fire chief there have been 2 trains in the river in Mineral County. One visible from my home, included empty oil cars, and the other dumped Boeing fuselages into the Albertan Gorge. More traffic means more wrecks. More traffic will also mean more pressure not to hold up the trains for maintenance work which means yet again more wrecks. For Montana, Eastern Washington and Idaho, it also means less access and higher prices to ship agricultural products. For emergency services, today the 800-pound gorilla in the room is climate change.

If you don't think that's emergency service issue just look at the newspaper for the last week, at the evacuation of between 80 and 90,000 people from Ft. McMurray in May in

Northern Alberta, months before there's supposed to be a fire season in that part of the country. This is the future for the entire inter-mountain west if we don't act decisively now with climate change. We cannot continue to invest in fossil fuel projects, such as Longview, and have any chance of limiting the worst impacts of climate change. I urge you to say to no to the Longview Coal Port and yes to acting decisively on climate change now before it's too late.

Michael: My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Carolyn: Hello, my name is Carolyn Walker. I used to be Carolyn Alderson. I lived along the Tongue River for 20 years of my life. I raised my 3 children there. There is an interesting story about a law and a regulation that actually stopped something. When I lived down there, the Northern Plains Resource Council, I was part of it, was just beginning. That's when you all heard of the Tongue River Railroad. The Tongue River Railroad was thought of and started because there was a mining plan for that area, right on the Tongue River. It was called the Montco Mine.

Well there's a nice picture of me shaking hands with President Carter in 1977 at the signing of the strip mining bill. In that bill there's a piece of the legislation that says, "There shall be no strip mining on Alluvial Valley Floors." The Montco Mine was right on the Tongue River. It caused some difficulty in the community. I just wanted you to know that there are ways to use legislation and rules to stop bad things from happening. My recommendation is that we recommend no action on the Longview Port.

Jim: My name is Jim Parker. I live in Missoula Montana. As a Montanan along the rail corridor between the Powder River Basin mines and the proposed terminal I oppose the Millennium Bulk Terminals because of the associated increase in coal train traffic through my community. The increased coal train traffic will bring with it increased air pollution and health risks from increased coal dust and diesel exhaust and increased noise pollution.

In addition, the increase in coal traffic through my community will reduce access across the tracks and cause traffic delays for citizens, commuters, for emergency response vehicles when there's a medical emergency or fire, or a need for police. The additional train traffic will also provide greater potential for vehicle collisions with trains and for pedestrian accidents.

As a Missoulian and Montanan, I'm asking that the EIS fully analyze and consider the impacts of this port and the increased coal train traffic would cause here in Missoula and across Montana especially as it relates to the above sited impacts. The proposed project’s impacts are real and significant to Montanans and are connected in cumulative

result of what happens if this project is approved.

The EIS prepared by the court in the Washington Department of Ecology in Cowlitz County must include all the connected and cumulative impacts in Montana that will result if the MBTL facilities are approved and constructed. These include the significant connected and cumulative impacts on the project all the way back through Montana to the Power River Basin Coal Mines in Montana and Wyoming.

The increased rail traffic in Montana must be addressed, analyzed, and its consequences fully considered in the EIS. More trains in Montana will mean an increase in the amount of airborne pollutants, from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease.

While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later. Even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS. The MBTL facility will directly lead to an increase in the burning of coal. The link between increased coal burning and associated public health problems cannot be ignored and should be included, analyzed, and the consequences fully considered in the EIS.

Finally, because the sole purpose of the MBTL facility is to facilitate the shipping of coal being transported from the PRB to its final destination in Asia, where it will be burned for energy, I also believe that the EIS must fully consider the long term and direct effects that this action will have on the global climate.

In conclusion, I strongly oppose the proposed Millennium Bulk Terminals Longview facility. The connected and cumulative impacts to Missoula, and all of Montana, from the proposed facility, are real and significant. The EIS prepared by the co-lead ggencies for this project must address, analyze, and consider all the connected and cumulative impacts this proposal will have on Montana. Please reject this proposal and take no action.

Thank you.

Harold: I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison”. We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate

change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Gary: I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one singal entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

George: Thank you, thank you all for being here. My name is George Price. I was asked to represent an organization I belong to named Indian People's Action. Indian People's Action asked me to be here as an environmental issues coordinator.

I would like to put our input collectively in here; just the fact the basis what coal is doing to our climate and the life on earth. I think that should be enough reason to keep it in the ground, not transport it anywhere. Anybody who's paying attention and looking at how fast this is escalating climate change to an unpredictable level at levels with all the other elements that are being released. Rising sea levels, you can go down the whole list if anybody's honest about that, you would say yes, let's stop all of this.

I'd also like to say let's look at the paradigm shift and deeply question a society that creates incentives for people to write environmental impact statements that are

intentionally lying to the people for profit, for money in a society that lives for money. I'm not going to go into my whole historian's diatribe there. I had often wondered what if the people who came from across the ocean, and likeminded people that welcomed innovation in Massachusetts had come to learn instead of to control. It's great. Can we start on the right foot now? I recommend the no action on behalf of Indian People's Action of Montana.

Dave: Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. that think generalist that those are for generalist. There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Dave Jones: Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of

the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve: Hi, my name is Steve Schwartz. I live here in Missoula. I'm a professor interior of the Department of Communication Studies at the University of Montana. I teach and do research in environmental communication. No matter what the coal industry says about the free market, their goal is to get government on their side to make the market work for them whether it's supporting carbon cash receipt frustration, whether it's blocking the clean power plan, or supporting coal export infrastructure like MBT as a goal. It's past time for us to use our voice to remind government agencies who's side they need to be on and who's interest they need to represent.

The connected and key note we've heard about tonight on public health and safety, on air, land, and water, on wildlife, and on climate change are common in house. They're shared by the residents of the Pacific Northwest, shared in common by the people who live in Washington and Idaho and here in Montana. We all deserve a voice in this decision. For that reason, I want to thank all the organizations that have made this opportunity possible for so many of us to express our voices. To protect the commentators in the Department of Ecology, to take no action, thank you.

Jim: My name is Jim Roach. I've been a Missoula resident for 45 years. I don't understand why it's draft Environmental Impact Statement doesn't address impacts for rail traffic in Montana. That seems sort of ridiculous. It seems like a rip off. On behalf of my family, and my friends, and a lot of people that I know are neighbors, I just want to say we don't want any more coal dust. We don't want any more diesel fumes. We don't want any more threat of derailment. We don't want traffic complications from increased rail traffic. We don't want the noise.

Most of all we don't want the climate impact. We don't want the endless smoky summers. We don't want the low stream flows and the sick fish. We don't want the reduced fishing opportunities. We don't want increased beetle kill. We don't want disappearing biodiversity. We don't want damage to agriculture. We don't want the drought. We don't want climate refugees. We don't want shut downs of skiing areas. We don't want this action, no action. Thank you.

Claudia: My name is Claudia Narcisco. I am speaking for myself today. When I was trying to find some things that I was going to speak about, I found an old letter that I had written in I guess November 2013. There goes my letter. I had it on my phone and mailed it to myself. Anyway, it was hard enough to read. I emphasized that connection actions between the mine and the port and Asia and the impacts on climate change and how it would cycle back to us.

I requested that they consider this. I cited a section of the National Environmental Policy

Act. I believe it was section F2 or 2F that specifically directed agencies to consider international ramifications of actions which is not something that we normally associate with, but it's just that it was our responsibility to do that. Obviously those things were not necessarily done, as far as I could tell, to this point.

I hope that's considered.

Submission Number: ***MBTL-SEPA-DEIS-0001176***

Received: 5/25/2016 6:34:50 PM
Commenter: Martha Mattus
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is a "dirty fuel" that has a large negative impact on environmental quality. Oregon is working to eliminate coal fired power plants and replace them with power generated from renewable sources. The solution for what to do with the coal not being used in the US is not to export it to other countries, but to leave it in the ground. Building a facility to export the coal to other counties doesn't stop the environmental harm that Oregon is trying to prevent by ending the use of coal here. It simply moves it somewhere else. We all live on the same globe, and we can only save the future of our home, the Earth, by all working together to replace fossil fuels with renewable fuels. Please do not consider building this plant.

Submission Number: ***MBTL-SEPA-DEIS-0002167***

Received: 6/7/2016 6:51:11 PM
Commenter: Elizabeth Maupin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

While the Millennium project may do a great deal for the economic outlook of the local area in the short term, the long term impacts are not worth it. Putting money into coal terminals adds to the degradation of the planet. Our resources need to be invested in promoting clean, renewable energy.

Submission Number: ***MBTL-SEPA-DEIS-0000718***

Received: 5/23/2016 1:09:45 PM
Commenter: D Maxwell
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Submission Number: ***MBTL-SEPA-DEIS-0000537***

Received: 5/19/2016 5:40:17 PM
Commenter: Jerry May
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county, not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001809***

Received: 6/2/2016 5:25:21 PM
Commenter: Larenda Mayberry
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000827***

Received: 5/24/2016 11:40:13 AM
Commenter: Marilyn Mayers
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is clear that the proposed terminal represents the culmination of short-sighted environmentally destructive policies. It is imperative that local, state and federal authorities act in concert to thwart any further construction of said facilities and begin mobilizing to establish a clean energy system for the region, the country and the world. This proposed facility serves does not serve the public interest. To build it would be a crime to which not only would MBT be a criminal but so too government agencies and individuals who acquiesced to its construction and implementation. STOP it!

Submission Number: ***MBTL-SEPA-DEIS-0001822***

Received: 6/2/2016 5:37:17 PM
Commenter: KEITH MAYFIELD
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0001075***

Received: 5/24/2016 6:56:36 PM
Commenter: Gene Maynard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm writing this message for the committee to support the port project. Proper management of site will be a win for the state of Washington. Many other people will benefit from this type project around the western U.S.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☒ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Change is hard. It's time to make the hard decisions. The age of fossil fuels must end. We need sustainable energy. Protect the health of the young, the future generations, the animals, the fish, the environment. Now is the time to do the right thing.

(additional space is provided on the back)

(comment continued)

Christine Mayou
Silverton, OR

Submission Number: ***MBTL-SEPA-DEIS-0001964***

Received: 6/6/2016 2:13:11 PM
Commenter: William McAnelly
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001133***

Received: 5/24/2016 11:44:21 PM
Commenter: Steve McArthur
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

DEar Sirs, As a resident of Missoula for the last 15 years I learned with some alarm that the project you are proposing to approve will have some very clear and dangerous affects on the health and well being of the citizens , tourists and visitors in Missoula if this facility is build. ONE the addition of 18 trains a day will create major safety issues for people living in the Rattlesnake area because one of only two entrances or xits to the area will be blocked so emergency , fire and ambulances will be limited during these times. The pollution caused by dust and diesel fumes from the trains will compormist the air quality and dust and particulate matter in the air in downtown Missoula! The real cost is the wasted opportunity this infrastructure project will cost all of us in the Country is real too. Every dollar spent on fossil fuels production , transportation , and storage will be money wasted because the planet can not survive if we don't "keep the carbon in the ground!" and control climate changed caused by rising co2 levels in the atmosphere. The costs are simply too great to warrant this project . Please refuse to permit it and save your selves and us from having to endure the consequences of being unwilling to change our ways! NOw is the time to act. Sincerely , Steve McARTHUR

Submission Number: ***TRANS-SPOKANE-M2-00031***

Received: 5/26/2016 12:00:00 AM
Commenter: DeDe McAuliffe
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is De De McAuliffe, and I'm from Moon Lake, Washington. There are many reasons to oppose the Millennium terminal, but I'm going to speak from a personal point of view.

I grew up in the pristine wilderness in Alaska. When I was 12 we moved to Butte, Montana, where my father was a mining engineer. It was like moving from a beautiful place to a superfund site. It was a toxic wasteland. It was appalling. Even as a 12-year-old I could feel how wrong it was.

We live in an environmental paradise. The Pacific Northwest is a jewel in this nation's geography.

From all along the rivers are the rail lines. And every time a train goes by, coal dust comes off and there's a possibility of accidents. We need to preserve our rivers, our scenic waterways, we need to preserve our way of life.

Coal is a disaster from Wyoming to where it's delivered, in China. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001118***

Received: 5/24/2016 7:40:38 PM
Commenter: Tony McCain
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0002382***

Received: 6/9/2016 6:01:50 PM
Commenter: Bo McCall
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0003153***

Received: 6/13/2016 6:07:32 PM
Commenter: Bo McCall
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview needs to be accepted. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do. Sincerely, Bo McCall bmccall@foss.com 97217

Submission Number: ***MBTL-SEPA-DEIS-0001305***

Received: 5/26/2016 6:53:49 PM
Commenter: Mike McCalla
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let's be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0001740***

Received: 6/1/2016 11:08:22 PM
Commenter: Maveret McClellan
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

If this project goes forward it will prove to be one of the most monumental environmental disasters of all time. That sounds melodramatic I know, but it happens to be true. If anything goes wrong, and history and experience predict it certainly will, the negative impact will be felt by such a large number of people, the environment, and even the businesses who would like it to go forward that it should be clear that greed should not prevail. It would not be good for anyone.

Submission Number: ***TRANS-SPOKANE-M2-00072***

Received: 5/26/2016 12:00:00 AM
Commenter: Craig McClure
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for your time. My name is Craig McClure, and I drove up here today from Polson, Montana. This wasn't the only reason I came I came to see my grandchildren in Sandpoint, Idaho.

They go to a school that right next to the railroad tracks in Sandpoint. And I've gotten to know a little bit about trains since I've been visiting our grandchildren. You know, there's a lot of activity going through that one community. I don't know much about the situation in Spokane, but I certainly am learning about the situation in Sandpoint.

I'm a retired park ranger. I worked for the park service for 32 years. My background is in biology and ecology. I've focused on protecting the resources in a number of parts through my career, and I see changes occurring. I've been involved in fighting wildfires. And that situation is very alarming these days, to see what's happening with the increased fire activity. Real concerns to our public lands.

But focusing, you know, my concern is coal and climate change. You know, coal is killing us. How many asthmatic children will have to suffer due to our refusal to recognize the costs of burning coal.

Climate change is happening. We can make a difference by denying the permit for the Millennium Bulk Coal Export Terminal. Stop enabling the coal industry to pass the social costs of they're personal greed to our global citizens.

Conservation and renewable energy is the answer. Please help stop this coal use insanity now. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000516***

Received: 5/19/2016 5:18:37 PM
Commenter: Philip McCollough
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0001514***

Received: 5/31/2016 3:13:23 PM
Commenter: Belinda McCook
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
I think this is great news. Seems to me that if they need more cars that there is more work for the ones that work in this field. I say God Bless add as many as you need.Work is needed and if there is work then less Americans off the system and making a living for their families.

McCook, Belinda (1514)

Director of C.C. Domestic Violence Program

McCook Will Receive Award for Her Efforts in Domestic Violence

Gail McCook, director of the Caribou County Domestic Violence Program, will receive an award from Idaho Attorney General Alan G. Lance for her efforts in assisting victims on Tuesday, June 16, at a conference in Boise.

McCook will receive the Outstanding Victim Services Practitioner award at a luncheon at "Three Days in June," the fifth annual Governor's Conference on Crime Victims' Assistance, sponsored by the Idaho Council on Domestic Violence.

The program McCook directs is the only such service to domestic violence victims in Bear Lake, Caribou, Franklin and Oneida Counties--a 5,000 square mile area. McCook personally traveled the entire area and was on call 24 hours a day, seven days a week. She transports victims to shelters from Idaho Falls to Blackfoot to Boise, along with supporting victims on crisis telephone calls, running a support group and speaking to area service groups and schools.

As a direct result of her efforts, city leaders in Preston and the county commission in Franklin County have endorsed an effort to place a fully staffed and funded shelter in Franklin County and funding is being sought.

Preston Police Chief Scott Shaw said that McCook "has led us from having no programs or direction, to a systematic program involving a united effort with the city of Preston and Franklin County.

"As a direct result of her knowledge, energy and political understanding, Preston and Franklin County are firmly on the way to reaching the goal of having a fully staffed shelter facility that will provide the much needed assistance to a serious and growing problem," he said.

Chief Shaw will be a presenter at the Boise conference, leading a workshop on homicidal sociopaths. The workshop will deal with his experiences in the Jeralee Underwood case in Pocatello and the book he wrote about it, "Eye of the Beast."

For more information about the Caribou County Domestic Violence Program, contact Gail McCook in Soda Springs at 547-2561.

Submission Number: ***TRANS-PASCO-M1-00081***

Received: 6/2/2016 12:00:00 AM
Commenter: Harvey McCord
Organization:
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 Harvey McCord (phonetic). I'm here to speak on behalf of my children and my children's children's future.

I was born and raised in Kennewick, Washington and worked for BNSF 20 years. I worked all across this great country for BNSF. And I've worked around coal. There is nothing unsafe about coal. Coal comes from the ground. We have a $25 million spray facility that we're fully vested in. We've been shipping Powder River coal for over 45 years. Why all the opposition now? I believe it's because of our current administration for (inaudible) bankrupt money which environmentalists use for our current economic situation in this country.

I'd like to remind everyone we have an amazing opportunity to capitalize on this export business. If we do not, our friends to the north will. These good paying jobs are the future of our children. Their future depends on these jobs, not $15 minimum wage jobs.

I would like to add my company is the safest company on record. We're responsible. We are good community partners. We haul 17 percent of all goods transported in the nation. We have a proven track record of safety who will handle this commodity and safely transport coal through Washington State. We thank Millennium Bulk Terminal for this environmentally friendly bulk facility. I ask you to support this project so my kids have the opportunity that I have had with a good-paying employer.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001833***

Received: 6/2/2016 5:46:46 PM
Commenter: patrick mccord
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001339***

Received: 5/26/2016 7:08:17 PM
Commenter: Brenda McCorkle
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0003028***

Received: 6/13/2016 4:43:24 PM
Commenter: Richard Mccreary
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work! Sincerely, RICHARD MCCREARY RIMCCREARY@ARCHCOAL.COM 82732

Submission Number: ***MBTL-SEPA-DEIS-0001145***

Received: 5/25/2016 10:43:27 AM
Commenter: Annie McCuen
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

We must not allow this terminal. The trend is going against coal in the world. We must spend this money toward clean safe energy. Coal is so detrimental to the world and its population, to the environment, health and climate. Please do not let instant gratification for a few jobs and dollars blind you and disregard the future, the safety, the pollution and the inevitable horrible accidents waiting to happen in our Gorge. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001164***

Received: 5/25/2016 2:57:05 PM
Commenter: Gary McCuen
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

With the reality of global warming, of which coal is a major contributor, it seems pathetic that this project has ever been given serious consideration for approval. While global warming is certainly the major challenge affecting our planet, the other negative environmental effects ranging from coal transport in the gorge, the health of local citizens and congestion created by endless trains are reason enough to warrant not approving this project.

Submission Number: ***MBTL-SEPA-DEIS-0002879***

Received: 6/13/2016 2:58:00 PM
Commenter: Donna McCulloch
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003088***

Received: 6/13/2016 5:23:02 PM
Commenter: Ranae McCullough
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s final environmental study. I say let's get moving with the Longview port ASAP. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it’s time Longview went back to work. Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application. Sincerely, Ranae Lee McCullough ranaemccullough@gmail.com 99323

Submission Number: ***MBTL-SEPA-DEIS-0001228***

Received: 5/26/2016 6:05:53 PM
Commenter: Jeremy McCurdy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0000563***

Received: 5/19/2016 6:08:03 PM
Commenter: Linda McDaniel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it's done, let's move on to the final EIS! Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000521***

Received: 5/19/2016 5:25:44 PM
Commenter: Scott McDaniel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create.

Submission Number: ***MBTL-SEPA-DEIS-0002641***

Received: 6/13/2016 12:03:49 PM
Commenter: Gretchen McDevitt
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-PASCO-M1-00014***

Received: 6/2/2016 12:00:00 AM
Commenter: Rich McDonald
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm Rich McDonald. I live in Pasco, Washington. I've taught government and social studies in Richland for 38 years. And a lot of people think social studies teachers are very liberal. But I'm not. One of the things I am sick and tired of in Olympia is the way the other side of the state controls so much in this part of the state, particularly in terms of the ecology. I have friends that are farmers. Rules come out of Olympia. I'm a strong supporter of the bulk terminal.

Another thing, in terms of this is the state and our legislature with all the dams we have that is not willing to say hydroelectric power is a renewable energy. Where in the world are they in their minds that they won't call hydropower a renewable? This is another example of the ecology people in the Seattle area trying to tell us what to do. And they have no idea of the jobs, the positions, of people in this eastern part of the state.

And coal -- I believe the statistic I saw we have 500 years' worth of coal in this country. And the other speaker is right. If it doesn't go through the state of Washington, Vancouver will take it.

Thank you very much.

McDowell, D. (3449)

RECEIVED
MAY 28 2016

PLEASE SHARE YOUR COMMENTS BELOW: Thank You

Initially i am/was in favor of living wage job(s) You have to prepare for the inevitable (a train spill etc.) This area around Spokane is pristine in our eyes so have a ready response plan. Look at the facts dont be swayed by (coal dust etc or emotions) and make your decision. You have an informed citizenry and they want the best for this region whether its jobs or a clean environment over our precious aquifer. When the BNSF refueling station was built near Rathdrum their was hell to pay when they had a spill. — take note.

(comment continued) (additional space is provided on the back)

Concerned citizen
domcdowell@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0001294***

Received: 5/26/2016 6:47:09 PM
Commenter: Kami McDowell
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001310***

Received: 5/26/2016 6:56:22 PM
Commenter: Charles McEdward
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000341***

Received: 5/11/2016 3:01:00 AM
Commenter: PETER MCENDERFER
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000177***

Received: 5/10/2016 11:21:00 AM
Commenter: David McEwen
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

MBTL will be economically feasible only if PRB coal is a competitive commodity, which is not the current case. If the economics change and Asia wants more coal, it will be only because Asia wants to build more coal fired power facilities - resulting in a considerable increase in greenhouse gas emissions. At this time, no action should be taken on the MBTL.

Submission Number: ***MBTL-SEPA-DEIS-0000474***

Received: 5/17/2016 7:54:31 PM
Commenter: Bob McFadden
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed.

Submission Number: ***MBTL-SEPA-DEIS-0001828***

Received: 6/2/2016 5:41:58 PM
Commenter: Michelle McFarland
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***TRANS-LV-M1-00071***

Received: 5/24/2016 12:00:00 AM
Commenter: Ross McFarland
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi. My name is Ross McFarland. I reside in Seattle, Washington. I'm focusing today on two issues: Global warming pollution and the collapse of the global coal market. The science is clear, we need to dramatically reduce emissions of pollutants that are causing the climate catastrophe, and especially the emissions we're building from coal. Although the Draft EIS identifies this project as a huge source of greenhouse gas emissions, it greatly underestimates the total impact. Emissions from the coal shipped to the terminal would total approximately 90 million tons per year. That's roughly equivalent to the total greenhouse gas emissions from all sources in Washington state, which are approximately two million tons a year. The Draft EIS uses complex econometric modeling to estimate the terminal's impact on Asian coal consumption. This analysis is speculative and can yield wildly varying conclusions depending on the assumptions. The EIS should clear disclose the only thing we know for certain are the actual emissions of the coal shipped through the terminal, 90 million tons. Six years ago, when this project was first proposed many experts' forecasts continued expediential growth in Asian coal consumption. Since then the Asian coal bubble has burst. Most of the coal industry, including Millennium's two owners, are in Chapter 11, are insolvent, and banks and private investors are fled. Millennium's only real prospect for financing is finding public money, most notably the building dollar infrastructure fund that Wyoming has earmarked for coal projects. Insolvent companies make bad neighbors. The DEIS identifies tens of millions of dollars in mitigation that will be needed to address pollution and community concerns. Where will that money come from and how will Ecology ensure that the public does not end up holding the bag. Finally, we should not subsidize our own destruction. Millennium will cause a huge increase in global warning, pollution, and other significant impacts. These would be unacceptable even if privately funded. I support the no action alternative.

Submission Number: ***MBTL-SEPA-DEIS-0000815***

Received: 5/24/2016 10:02:18 AM
Commenter: Ann McFarlane
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I think that building a coal plant here would not be the best decision in the interests of our fuel economy, show instead vested interest in our environment and making improvements not derailing our future by reintroducing a fossil fuel that is from another period in history. We need to move forward in our thinking, I want clean energy for my Grandchildren, not more coal plants, just like children working in the mines in this country years ago, coal plants are a thing of the past and should be discontinued, we have better energy choices now and we need to reflect that in our decisions. Grow with the times and the economic impact will be greater than if we try to overshadow the future with the past. I love the Pacific Northwest and have spent a half a century here, I would like to be protected from coal.

Submission Number: ***MBTL-SEPA-DEIS-0000168***

Received: 5/9/2016 2:14:49 PM
Commenter: Marilyn McFarlane
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This coal shipping project should not be allowed. Longview and the entire region would be badly affected by this huge step backward in every way. A few: Harmful coal dust; raised noise levels; lowered real estate values; traffic delays; the costs of new rails, accidents and clean-up; the detrimental effect of vast shipping vessels on salmon habitat, the Columbia River, and fishing; greatly increased number of trains through Washington communities. Plus the big one, the continued use of coal in the first place. We must keep fossil fuels in the ground and move to cleaner energy, now.

Submission Number: ***MBTL-SEPA-DEIS-0000337***

Received: 5/11/2016 2:51:02 AM
Commenter: CURTIS MCGARY
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002274***

Received: 6/9/2016 4:45:53 PM
Commenter: Julie McGary
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hi! I am a wife and mother of 4 adult children from Pasco, Washington. I attended the hearings at the Trac but did not speak publicly. I have lived in the state of Washington all of my adult life. I raised my family here and I believe Washington is a great state and a great place to live. I consider myself a spiritual person, one who wants the natural resources of our mother earth to be used wisely and purposefully. I believe the earth was created for the benefit and use of man & woman kind. I believe there are resources in the earth that were created and meant to be used for the good of human kind. Coal is one of those resources. I believe The Millennium Bulk Terminal project is in keeping with the letter and spirit of the laws of this land. The coal being transported is "clean coal" as apposed to "dirty coal" from a bygone era. Because of technology, we are able to make this coal product safer. I am in favor of strengthening our state's job market. I am in favor of having family wage jobs in the state of Washington. I am in favor of claiming natural resources that have been created on this planet. And I am in favor of the rail system being used to transport the coal for export to other countries. Thank you for reading this message and I appreciate your time and thoughtful consideration of approving the forward progress of the Millennium Bulk Terminals project.

Submission Number: ***MBTL-SEPA-DEIS-0003135***

Received: 6/13/2016 5:57:32 PM
Commenter: Randy McGlenn
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for the community. I feel it is important to provide access to good paying jobs for the people of Longview and the rest of Washington. This project will do just that. Thousands of jobs both directly and as a reciprocal result of this project will put people to work, fueling our economy. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thanks for considering my comments. Sincerely, Randy McGlenn II info@mcglennforliberty.com 99202

Submission Number: ***TRANS-SPOKANE-M1-00011***

Received: 5/26/2016 12:00:00 AM
Commenter: George McGrath
Organization:
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 George McGrath. I'm a resident of Spokane, and I believe that I represent common sense people in the Spokane area and in the Pacific Northwest.

The idea that coal is bad is, again, a pipe dream put on us by government and officials. Coal has been one of the major areas of energy since this country's inception. We weren't always real wise which coal we burned because we burned some dirty coal, but, as we've learned, if we can ship this coal to China, we're going to reduce Chinese emissions of carbon by millions of metric tons per year.

So, when you get people screaming and moaning about, oh, I can't breathe right, well, were you ever a smoker? Did that influence how you are able to breathe or not breathe? These are things that I believe are not being considered by the people who are making the decisions.

Our elected officials are looking at the very, very fluffy, very nice living of no fossil fuels. That's garbage. I think that what we should all do is look at the old bit of WIIFM, what's in it for me, and I think that we deserve that.

It's our tax moneys that are being wasted on a lot of materials, and it's our elected officials that are passing the rules that are wasting our jobs, taking our jobs away from us. We don't have jobs in the Northwest. We need them, and we need jobs in every aspect of the Northwest. We need what would replace timber. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002344***

Received: 6/9/2016 5:32:06 PM
Commenter: Thomas McGuigan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

Submission Number: ***MBTL-SEPA-DEIS-0002007***

Received: 6/6/2016 2:54:45 PM
Commenter: Lane McIlvoy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000352***

Received: 5/11/2016 1:50:55 PM
Commenter: Ian McIntosh
Organization: Protect Our Winters
State: Outside the United States

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

As a civilization we need to invest in clean energy for future generations. Those huge coal deposits need to stay in the ground. Shipping the coal to Asia is not the answer as it will add tons more carbon to our already overloaded atmosphere not to mention the amount of pollutants that will be dispersed along the route and at the WA terminal. Please consider that the longterm environmental costs far outweigh the short term profits. As a planet we need to be forward thinking and investing in old dirty tech is not the answer. Our planet cannot sustain us if we continue to destroy it and the cost to our economy will be far more than any of the potential profits this coal will provide. Please stand up for our planet and for our future generations. That coal must stay in the ground if we are to have any future on this planet. Thanks you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000484***

Received: 5/18/2016 2:13:52 PM
Commenter: Amy McKay
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The review has found this project to be harmful to public health and safety as well as the environment. Say no to the millennium terminal!

Submission Number: ***MBTL-SEPA-DEIS-0002913***

Received: 6/13/2016 3:08:54 PM
Commenter: Virginia McKay
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000461***

Received: 5/17/2016 7:31:10 PM
Commenter: Bruce Mckenna
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. There might not be many who know how much coal is used in everyday occurrences, but for those who do, know Millennium's project holds the promise of long-term economic stability and prosperity to an area of the country that is sorely lacking in both. Thanks for reading my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000755***

Received: 5/23/2016 2:01:07 PM
Commenter: Rich Mckenzie
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Millennium is cleaning up the former Reynolds Aluminum site and protecting the Columbia River ecosystem at no taxpayer expense. It has made a major environmental contribution to Longview and the state of Washington because it knows it’s the right thing to do. It has spared no expense with covered loading and unloading facilities at the terminal. And the coal train loads arriving at the terminal will all be covered with surfactants that effectively reduce coal dust, eliminating any serious concerns. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***TRANS-LV-Q1-00028***

Received: 5/24/2016 12:00:00 AM
Commenter: Leigh McKiernan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Leigh McKeirnan. A conservative group, Wildlife Watchers of America, state there's more money in tourism than there even is in logging in Washington State, and the tourism industry and the real estate industry in this town, fishing, will all be very diminished by the coal industry. From Silicon Valley, we have many industries looking at the Northwest. There is no chance that we will get any Silicon Valley people, residents coming here or business if we have coal. Our cities are already heavily in debt. We don't need to incur the heavy burden of multimillions of dollars of infrastructure. Also, if we invest this much money in a company, we should make sure that it's one that's solvent. Arch Coal has already gone bankrupt in Australia, and in a town back east, the Seattle Times reported, leaving a huge cleanup for the community. I read this morning in The Daily News that Swanson Fuel employs 150 people, which is more than Millennium is promising us, and we don't have to invest multimillions of dollars into the company. When my husband worked at Reynolds, they had over 1,200 employees, and the Reynolds plant on the Columbia has sold off to a clean business, FedEx, with 750 employees, so we can do better. Also, health-wise, you've heard a lot of testimony but within five miles of the coal plant, coal will permeate three inches into the soil not to mention our lungs. That's it.

Submission Number: ***TRANS-SPOKANE-M1-00035***

Received: 5/26/2016 12:00:00 AM
Commenter: Andrew McKinley
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm Andrew McKinley. As someone who grew up in Spokane and now resides in Sandpoint, Idaho, I'm familiar with the presence of trains and the economic realities of industry and commerce, especially those based on extraction, but I also know people in this area value this region's quality of life in terms of clean air, clean water, and even the experience of four seasons that illustrate nature's balance, beauty, and complexity.

The proposed terminal threatens these important qualities of life and the associated risks actually move our society backwards rather than toward a clean energy economy. This is not only an environmental issue but an ethical call to action especially for Christians.

As pastor of a Presbyterian church said, also in our parent congregation, We seek to be good stewards of God's creations and raise awareness of how we as humans are part of creation.

As Christians, taking care of the Earth is an expression of love as we respond to God's goodness and grace. But, as I stand outside on the shore of Lake Ponderay leading worship on a Sunday in July at City Beach, and a coal train goes by overwhelming that tranquil holy ground, it not only disrupts worship but reminds us of the need to change from a society based on exploitation and destruction to one of collaboration and regenerative practices.

As our national church meets in Portland, Oregon in three weeks, divestment is up for discussion as well as to divert church money away from the fossil fuel industry. Why should the church profit at the expense of global poor and the destruction of the creation God calls good. Jesus called us to care for our fellow human beings, and this terminal hampers this effort.

Take the no-action alternative. Short-term profits by extraction industries are a direct cause with what Jesus commands. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001555***

Received: 5/31/2016 5:06:59 PM
Commenter: Eudis McLean
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward. There are many benefits of the project that the community is waiting for. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001174***

Received: 5/25/2016 5:14:43 PM
Commenter: Mark McLeod
Organization: 350PDX & Sierra Club
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Public Comment Urging a “Do Not Grant Permits” Decision on Proposed Millennium Bulk Coal Export Terminal, 052416 May 24, 2016 To Whom It May Concern: As a member of the Coordinating Committee of 350PDX, I have long opposed creation of any new fossil fuel infrastructure in the Pacific Northwest, or anywhere else in the world. My colleagues and I firmly believe that the best thing to do with any fossil fuel that is still beneath the ground is to leave it right where it is. Hence our slogan, “Leave It In The Ground!” Before attending the EIS Hearing on the proposed Millennium Bulk Coal Export Terminal in Longview on May 24, I read an excellent article, “King Coal’s Final Fight in Washington,” by Sara Bernhard. The article appeared on May 24 in Sightline. The article did a fine job of explaining how fatally flawed the Millennium Export Coal Terminal project is. A few years ago, Sarah says, there were six coal-export facility proposals dotted along the Pacific Coast and the Columbia River. Then, one-by-one, they all fell away. Today, the last proposal still under consideration is that for the Millennium Bulk Terminals in Longview Local opposition is high. There were 217,000 comments on the scoping process for the project’s Environmental Impact Statement. Clark Williams-Derry, Director of Energy Finance for the Sightline Institute in Seattle, says, “The coal industry is in a shambles, an absolute shambles!” This is due to: 1. Coal prices have plummeted 62% in past 5 years. 2. Price of Natural Gas, solar and wind energy continue to drop, making them increasingly competitive. 3. US coal production has dropped by more than 50% since 2008. 4. 50+ coal companies have declared bankruptcy since 2012. 5. China cut its coal imports by 1/3 in 2015. 6. The Draft EIS for the Terminals in Longview finds the health-related fears of coal dust to be legitimate – particularly on the part of people who live along the thousands of miles of tracks upon which the coal trains run and on the part of people who live in proximity to the proposed terminals. 7. The terminal would, if built, export up to 44 million tons of coal per year. The associated combustion of that coal would increase global carbon emissions by 37.6 metric tons annually – the equivalent of adding nearly 8 million cars to the road. Bernhard concludes her article by saying, “Given the grim financial prospects, no matter the environmental impacts, it seems awfully doubtful that the project will get off the ground, or provide the jobs it promises.” Reading Bernhard’s article confirmed for me the wisdom of my recommendation to deny permits to the proposed Longview Terminal. I hope my brief note encourages each of you to make the same decision. Mark McLeod 2602 SE 28th Place Portland, OR 97202 510-757-4954 SustainableMcLeod@gmail.com

Submission Number: ***MBTL-SEPA-DEIS-0002592***

Received: 6/13/2016 10:26:40 AM
Commenter: Wayne McMichael
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001979***

Received: 6/6/2016 2:26:11 PM
Commenter: Donald Mcmillan
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0001940***

Received: 6/6/2016 1:56:39 PM
Commenter: Peter McMurry
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0003133***

Received: 6/13/2016 5:54:54 PM
Commenter: C. McNeese
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: ***MBTL-SEPA-DEIS-0003140***

Received: 6/13/2016 6:00:55 PM
Commenter: LaRee McNeese
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☒ Vessel Transportation
- ☒ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

No to Coal terminal

PLEASE SHARE YOUR COMMENTS BELOW:

MONA McNEIL, PhD
VANCOUVER WA Clark County
15704 NE 28th Court 98686

I am a retired clinical psychologist, grandmother, widow of a wonderful WSU Vancouver professor, RANDY K. LEINHESSELINK - I get it - I also want good jobs for Longview - I had a long period of unemployment due to the recession.

Much worse than unemployment though - that same year my well-loved husband, Randy K. was diagnosed with tonsil cancer, already advanced.

(additional space is provided on the back)

(comment continued) →

2 years later Randy was diagnosed with late stage lung cancer
As the Longview oncologist who spoke earlier today described —
we all asked WHY???

Why a healthy man, non-smoker
was diagnosed with 2 separate, late-stage cancers

We only know that he was raised on an
Iowa Corn/Soybean Farm
exposed to diesel, industrial chemicals, herbicide, pesticides
And Fertilizers

4 days from now, I mark the 3rd anniversary
of his death
I would not wish the risk of cancers
For anyone
In trade for a few jobs

Coal is a dying industry — a dirty industry
No to coal trains and no to terminals

Randy

Submission Number: ***MBTL-SEPA-DEIS-0000798***

Received: 5/23/2016 4:49:10 PM
Commenter: Sean McNeil
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water and coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review. Sincerely, Sean McNeil mcneil.sr@gmail.com 98626

Submission Number: ***MBTL-SEPA-DEIS-0002405***

Received: 6/9/2016 6:14:39 PM
Commenter: Bob McPherson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002297***

Received: 6/9/2016 4:58:43 PM
Commenter: Keith McQueen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment.

Submission Number: ***MBTL-SEPA-DEIS-0002101***

Received: 6/7/2016 5:01:07 PM
Commenter: Patrick McReynolds
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I've been following this issue, and am glad to have the chance to weigh in. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Thank you for your consideration. I look forward to seeing this project come to reality.

Submission Number: ***TRANS-LV-Q1-00007***

Received: 5/24/2016 12:00:00 AM
Commenter: Peter McReynolds
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am a citizen of Clark County, Vancouver, Peter McReynolds, 1703 NW 103rd Street, 98685. I am concerned with the wellbeing of our planet, so I am here today to express that concern. The coal reserves that we're talking about tapping into around Montana have been held dormant for decades. They have represented an energy backup for America. Now that coal has become a threat to our planet as perceived by most of us, not them that want to sell it to make a profit, we have shied away from using coal. As a result, its value has fallen. President Obama clearly wants to eliminate coal as a world source of energy. This is good. Many senators representing coal interests oppose the president. This is unfortunate. They want to profit now as opposed to allowing the coal to become regarded as toxic waste and become unsalable. The conflict, this conflict, pits human nature against itself. Profits for me with danger for all or restraint. We are here today to urge you to leave the coal in the ground. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000366***

Received: 5/14/2016 9:47:37 PM
Commenter: Joe McTierney
Organization: Human Race
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

We have a choice. Why enrich foreign companies for a couple thousand temporary construction jobs and 300 permanent jobs (that is until the corporations downsize those 300 jobs to less than 100 people to increase their profits) by transporting coal? Why not create thousands of jobs making wind turbine generators and solar panels to send to China all the while encouraging them to join the 21st century and not pollute. The coal that this proposal sends them to burn will increase CO2 emissions into the atmosphere by 25%. Arch Coal and Ambre Coal out of Australia want to dirty the world's air and our water ways (both river and ocean) to make their fortune. Again, what's the choice? Enrich some foreign companies to pollute our land, or enrich our own nation by creating green energy sources? What's the difference? Canada tried the same thing with their dirty Keystone oil pipeline, also shipping it through our clean nation's states and communities to support Asia and China's burning of fossil fuels. Goldman Sachs, Peabody Coal, Arch Coal, and Berkshire Hathaway, are the driving forces behind sending 100 million tons/year, 10 times the amount currently used in Or. and Wa. Each car loses 1 pound of coal dust/mile, causing pulmonary diseases, fibrosis, asthma, emphysema, pulmonary malignances. Our state rail crossings will be closed 10 mins/hour 24/7, 365/yr. Why not make a better choice, inviting the Chinese into the 21st century with clean, green energy that's better for them, us and the world, instead of keeping them in the 19th century, burning dirty, filthy hazardous coal? In 2012, thirty one box cars of coal dumped into the Columbia River near Mesa, Washington. Imagine ten times that amount of traffic on the rail ways? I'm NOT impressed with their supposed "sealant" that they spray on top of an open rail car containing coal. That'll all break up within the first few miles of bumpy transit on the rails, and the sealant combined with coal dust will make it even worse. NOTHING CAN GO WRONG, they want us to believe. Let's chose NOT to be used by those seeking foreign profits and do right by the world's environment, our people, Chinese people and people of the world. Those major Wall Street investors have enough money. They don't need to pollute the Northwest for a couple more billion dollars with 19th century ideas and practices. And it's not a lot, actually. They would see much more social and civil cooperation and backing if they proposed green energy instead of dirty, nasty, coal dust-producing means of self-enrichment. Shareholders need to jump aboard modern, 21st century means of energy production and give up on the old ways. Where are the innovators, those individuals who think out of the box, instead of those who'd merely grab hold of anything to turn them a quick profit without caring about the mess they've left behind for our nation and our people? Short-term thinking and greed is most injurious to people and to environments. They're capable, smart, and ingenious, they can come up with better plans to make a good profit. Plans, by the way that hurt nobody and benefit everybody, even their own bank statements. I'm just a person, not a corporation. I don't have teams of lawyers and law firms backing me up with all kinds of cherry-picked evidence and statistics with facts gathered by the lawyers' teams of researchers and statisticians. I'm just an ordinary citizen of the state of Washington. I've observed the common knowledge available to everybody if they're interested. And this isn't any good for anybody but a few Wall Streeters and a few top-level Australian corporations. Why not use their money, exercise this work and these hearings for something that not only lines their pockets but also benefits society at large? Is it easier to force some dirty ideas on us by those few who stand to gain the most, than to think outside of the box and innovate and create new energy forms that benefit the world and all of its people?

Submission Number: ***MBTL-SEPA-DEIS-0001782***

Received: 6/2/2016 5:02:14 PM
Commenter: Tyson McTimmonds
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0002968***

Received: 6/13/2016 3:37:18 PM
Commenter: Travis Meacham
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***TRANS-LV-M2-00047***

Received: 5/24/2016 12:00:00 AM
Commenter: Christa Mead
Organization:
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 Christa Mead. I want to thank you for this opportunity to be a responsible citizen. I am a resident of Longview, but more than that, I'm a teacher of young children. So I would like to speak on behalf of all the children of Longview and all the children who live within the ten- mile distance of the proposed coal routes and the coal terminal.

Why ten miles? Because that's the distance that coal particulates can travel. Coal particulates are the microscopic coal dust particles containing mercury, lead, and other toxins. These toxins damage brain cells, cause respiratory diseases, asthma especially in our children.

Why the children? Toddlers have underdeveloped lungs that cannot handle a bombardment of toxins. Children have a higher respiratory rate than adults. That means they breathe faster and they play outdoors especially low to the ground where the particulates accumulate.

They will take in more toxins than adults putting them at extreme risks. What are these risks? Asthma, cancer, brain malfunction, learning disabilities. I know firsthand the alarming number of children every year who come into my classroom needing inhalers.

This is already a polluted environment that we have in Longview. We don't need more. Coal trains not only spread toxic coal dust and particulates, but each coal train has at least two diesel engines. Diesel exhaust has been linked to lung cancer, headaches, nausea, and thyroid disorders.

Not only would coal trains create these airborne health hazards, but also create noise pollution. Heavy laden coal trains rattle and vibrate and have loud whistles at night. They create sleep depravation. Sleep depravation in children has been -- please vote no.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000884***

Received: 5/24/2016 4:48:04 PM
Commenter: Paul Meadows
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***TRANS-LV-M1-00072***

Received: 5/24/2016 12:00:00 AM
Commenter: David Medford
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. My name is David Medford. I'm from Tigard, Oregon. I have a couple comments, real short ones. Thank you for allowing me to talk. This is a very boring hearing for you, I'm sure. I appreciate you sitting through it. I don't understand the Draft Environmental, Impact Statement. If Millennium was such a great corporate environmental protector, why don't they just say let's cover the coal trains? Why don't they put lids on them? I can't take bag of leaves to the recycling without having a cover on it. I'll get a ticket or they'll refuse me. I've never understood that. It seems insane to me why they're not covered. It couldn't be that expensive. I just want to say that I don't think that the coal dust is a red herring. I fish occasionally on Horse Thief Lake in Washington state. I buy a Washington state fishing license, and I go fishing with a retired Lutheran pastor. And we're on the lake and we see a coal that goes by. We look across the lake and we see that the focus -- the clear air is disturbed. Don't tell me I don't see that. I see that. It's not my imagination. We look at each other and we get emotional about it. We care about the area, we care about the fish, et cetera. And I just want to say, you know, there's more jobs created the last two years by far in just solar than there was in coal. Coal is a dying industry. We needed it for a long time, we do not need it now. It's irresponsible locally and globally to rely on coal. Fifteen jobs. That's what we're talking about here really. Fifteen jobs. So let's -- I support the no action on Draft Environmental Impact Statement. Thank you. f

Submission Number: ***MBTL-SEPA-DEIS-0000740***

Received: 5/23/2016 1:46:29 PM
Commenter: Jim Medina
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0001810***

Received: 6/2/2016 5:26:11 PM
Commenter: Nancy meeks
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0002465***

Received: 6/10/2016 2:13:15 PM
Commenter: Nancy meeks
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0002890***

Received: 6/13/2016 3:00:48 PM
Commenter: Nancy Meeks
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review. Sincerely, Nancy meeks penelopemeeks00@gmail.com 82933

Submission Number: ***MBTL-SEPA-DEIS-0003199***

Received: 6/13/2016 6:29:01 PM
Commenter: Hal Meenach
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0000894***

Received: 5/24/2016 4:54:57 PM
Commenter: James Melton
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government's environmental study. I say let's get moving with the Longview port ASAP. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001983***

Received: 6/6/2016 2:35:18 PM
Commenter: Roger Melton
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am proud to add my voice in support of the Millennium Bulk Terminals project in Longview. The project is an excellent opportunity for the community and I am thrilled to see that Millennium has made strong commitments both to the economy and to the environment. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â€" it's time to move this proposal forward! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0000559***

Received: 5/19/2016 6:05:00 PM
Commenter: John Melucci
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Please commit to a timetable for the issuance of a final EIS. Ecology’s SEPA Rules require a final EIS to be issued as close as possible

Submission Number: ***MBTL-SEPA-DEIS-0001343***

Received: 5/26/2016 7:09:28 PM
Commenter: Paul Melvin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0001055***

Received: 5/24/2016 6:41:57 PM
Commenter: Dale Mendenhall
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0003258***

Received: 6/13/2016 7:16:56 PM
Commenter: Nathaly Mendoza
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***TRANS-PASCO-M1-00051***

Received: 6/2/2016 12:00:00 AM
Commenter: Paul Mere
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello, my name is Paul Mere (phonetic). I live in White Salmon, Washington. I retired last year as physician's assistant having worked in a call center providing medical care to residents in Yakima, Klickitat, and Skamania counties of Washington, and Hood River and Wasco counties of Oregon since 1995.

Thank you for the opportunity to join others in expressing my opposition to the proposed Millennium Bulk Terminal in Longview, Washington. Human-generated greenhouse gas emissions from the burning of coal contributes directly to climate change. And it is occurring now here today.

Washington State Department of Health role for climate change reads as follows: quote, climate change is a global and environmental public health threat. In Washington, our quality of life is very connected to our natural resources increasing the consequences of climate change impacts.

In order to reduce the severity of climate change we must rapidly reduce gas that trap heat in the environment and the use of coal. As I and others have pointed out, the Millennium Bulk Coal Terminal DEIS strike multiple direct and indirect threats to the well-being of people, habitats, and ultimately the biosphere.

Greenhouse gas emissions from the terminal would be equivalent to five or seven coal-fired power plants. Coal dust and diesel emissions from coal trains pose major health risks throughout our region. The organization for social responsibility exists for the quality and the direct human health effects related to coal exports.

Diesel particulate matter is associated with impaired pulmonary development in adolescents, increased cardiopulmonary mortality, pulmonary inflammation, increased frequency of asthma attacks, ER visits, and hospital admissions in children. Increased --

Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000766***

Received: 5/23/2016 2:09:21 PM
Commenter: Vernon Merk
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001070***

Received: 5/24/2016 6:53:28 PM
Commenter: Jeffery Merritt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible.

Messer, Scott (3134)

Submission Number: ***MBTL-SEPA-DEIS-0003134***

Received: 6/13/2016 5:57:30 PM
Commenter: Scott Messer
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002200***

Received: 6/7/2016 7:17:40 PM
Commenter: Keith Metcalf
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I've been following this issue, and am glad to have the chance to weigh in. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0001627***

Received: 5/31/2016 6:01:42 PM
Commenter: August Metz
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Testimony Regarding the Millennium Bulk Terminals-Longview SEPA Draft Environmental Impact Statement

To: Cowlitz County WA and the Washington State Department of Ecology.
Submitted by: Lee H. Metzgar, 703B Skyla Ct., Missoula MT 59801
26 May, 2016

The MBT-Longview DEIS fails to account honestly for many costs of the proposed project. When these costs are factored in, there is inadequate justification for the project and the No Action Alternative must be selected.

COSTS TO MONTANANS ARE NOT CONSIDERED

The DEIS fails to account for threats posed by this project to human and animal health, water quality and ecosystem integrity along Montana's rails lines.

In Missoula alone, the project would increase health threats in our frequently inverted valley, increase delays at railroad crossings and threaten the integrity of the newly-restored Clark Fork of the Columbia River.

No Health Impact Assessment appears in the document and it dismisses fugitive coal dust as a "nuisance" in the face of compelling evidence that coal dust endangers both health and the integrity of rail bed ballast.

In approving any "action" alternative, Cowlitz County and Washington State would pass all of these costs on to Montanans as hidden taxes, unacknowledged by Washington officials and unapproved by Montana citizens.

SOCIAL COSTS DUE TO THE CARBON EMISSIONS ARE OBSCURED

Using as an example the 37.6 million tons of carbon dioxide equivalents [CO2e] emitted under the *2015 Energy Policy Scenario**, and the U.S. government's mid-range estimate of the inclusive social costs that will be paid for every ton of CO2e emitted [$70.00**], the unacknowledged costs of this project would be $2.6 Billion. Under different scenarios and cost calculations, this hidden tax could be more than twice as much.

CONCLUSION

Any honest and complete evaluation of the proposed project will acknowledge the costs identified above and all of the additional costs identified and discussed in other's testimonies. When that is done, the project will be seen to be economically, environmentally and morally unacceptable.

NOTES

* DEIS Table 5.8-9.

** July, 2015. Interagency Working Group on Social Cost of Carbon, United States Government. Technical Support Document: Technical Update of the Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12366.

Submission Number: ***TRANS-SPOKANE-M1-00048***

Received: 5/26/2016 12:00:00 AM
Commenter: Lee Metzger
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Thank you. I'm Lee Metzger from Missoula, Montana.

I wish to address just two of the many ways that the DEIS fails to address significant costs of the proposed project.

First, cost of Montanans are not adequately considered. The DEIS acknowledges but fails to evaluate threats posed by this project to human and to animal health, water quality, and ecosystems all along Montana's rail line.

In Missoula alone, the project would increase health threats in our frequently inverted valley, increase delays at railroad crossings, and threaten to endanger the newly restored Clark Fork of the Columbia River.

Approval of any action alternative would pass on all of these costs to Montanans as a hidden tax unacknowledged by Washington officials and unapproved by any Montana citizens.

Second, the social cost of carbon dioxide emissions are obscured. Using, as an example, the carbon dioxide equivalency emitted under the preferred scenario and the U.S. government's midrange estimate of the influence and social cost that will be paid for every ton of carbon dioxide that's emitted.

Unacknowledged cost of this project would exceed two and one half billion dollars. Under different scenarios and cost calculation, this hidden tax would be more than twice as much.

Therefore, any honest and any complete evaluation of the proposed project will acknowledge the cost identified above and all of the additional costs identified in other's testimonies and, when that is done, this project will be seen to be economically, environmentally, and morally unacceptable. Thank you.

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Millennium Bulk Terminals EIS
c/o ICF International
710 Second Ave, Suite 550
Seattle, WA 98104

Dear reviewers:

I am writing to encourage disapproval of the proposed Millennium coal terminal. Yesterday was a very hot day-consistent with global warming, already here. Increased amounts of coal mined and burned means worsening warming, a serious concern .

In Cashmere additional coal trains means additional long waits at the rail crossings and additional times that police cars, fire trucks, and ambulances would have serious delays. Consider that would be true for all of the communities along the long train route from mine to boat.

Thank you for your consideration of these conserns.

Edgar Meyer M. D.
105 Chase Ave.
Cashmere, WA
98815

Edgar d. Meyer, M. D.

Submission Number: ***MBTL-SEPA-DEIS-0000483***

Received: 5/18/2016 11:14:02 AM
Commenter: Teresa Meyer
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I believe that it is beneficial to the long term health and well being of the general public to NOT approve the proposed Longview coal export terminal. The coal export terminal would benefit a few people while harming the environment and quality of life of the general public. The few jobs created and the money made by the terminal does not override the harm that the proposed terminal will cause.

Submission Number: ***MBTL-SEPA-DEIS-0000981***

Received: 5/24/2016 5:46:58 PM
Commenter: Joseph Michaels
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region not to mention providing Wyoming employment. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001931***

Received: 6/5/2016 10:08:51 PM
Commenter: David Michalek
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I live on the Columbia River. As evidenced by the oil train derailment in Moiser, trains are inherently unsafe. Trains derail. Trains carrying coal derail. The environmental damage is not worth the risk. The trains pollution (diesel) needs to be considered. The burning of the coal in Asia blows back to the US and OR and my lungs. This must be given consideration. The burning of the coal in Asia will contribute to climate change. The strip mining of the coal is against public policy and should be stopped. Nothing in this proposal is in the public's interest. The sacrifices this proposal requires so some corporation can make profits is unaccebtalbe.

Submission Number: ***MBTL-SEPA-DEIS-0001468***

Received: 5/30/2016 8:15:27 PM
Commenter: Morgan Michel
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing to you today about children. I have worked with children on and off, as a caretaker and educator since I was 14 years old. Children are our promise for the future. They are also one of our most vulnerable populations, and the population most affected by the current climate crisis and our world's ongoing environmental degradation. I am here to support the "no action" alternative in the Millennium Bulk Terminal's Draft Environmental Impact Statement because of the children in Washington State and around the world. The proposed Millennium Bulk coal terminal would export 44 million tons of coal, also known as the dirtiest fossil fuel, each year, and move this coal in uncovered train cars over thirteen hundred miles of rail. The effects of this proposed terminal on children's health is devastating. Even coated in a surfactant, the average single train car would release 97 pounds of coal dust during a 400 mile journey (http://www.sightline.org/2016/04/04/from-montana-to-the-coast-coal-dust-threatens-human-health/), only about a third of the proposed distance. Coal dust and diesel exhaust has been linked to asthma, cardiovascular problems, chronic bronchitis, decreased lung function, cancer and death (http://www.opb.org/news/article/coal-dust-a-closer-look/). Dan Jaffe, a professor at University of Washington-Bothell, has found that twice the amount of harmful particulate matter known to cause respiratory and cardiovascular ailments and premature death is released by coal trains over non-coal trains in the Columbia River Gorge(http://portlandtribune.com/sl/282493-159098-study-documents-health-hazard-from-coal-trains-). According to Juliet VanEenwyk, an epidemiologist with the Washington State Department of Health, children exposed to air pollution like coal dust can experience lifelong decreased lung function, and children's lungs and airways are vulnerable at lower levels of particulate matter in the air than adults' (http://www.opb.org/news/article/coal-dust-a-closer-look/). As to where all this coal is going: coal-fired power plants are the largest source of carbon dioxide, the leading cause of global warming. Global warming and the climate crisis disproportionally affect children. The World Health Organization estimates that more than 88 percent of the global diseases caused by the climate crisis are suffered by children under five years old. Beyond disease, children and developing fetuses are more susceptible to malnutrition, heat stress, physical and psychological stress due to weather disasters, along with the other stresses of catastrophic climate change, and bear the burden of these early health impacts throughout their lives (http://ecowatch.com/2013/07/31/climate-change-impacts-children/). We have heard arguments from former and current CEOs of Millennium Bulk Terminals that if China doesn't import coal from the U.S. they will just get it elsewhere (http://www.bellinghamherald.com/news/local/article45648606.html#storylink=cpy, http://vault.sierraclub.org/sierra/201103/china.aspx). This argument is morally and logically bankrupt. As of 2015, China is the world's largest investor in renewable energy (http://www.publicfinanceinternational.org/news/2016/03/china-worlds-largest-investor-renewable-energy). From 2014 to 2015 China's coal imports decreased by 30% and its overall use of coal by 3.7%, while the country is set to exceed its ambitious carbon emissions target by 2020 (http://inhabitat.com/chinas-booming-renewable-energy-market-set-to-blow-away-emissions-targets-by-2020/). Coal is a dying industry, and investing in the export of coal to China right now is economically foolhardy and ecologically reckless. We are all responsible for our children's future. None of us are exempt from the great burden and privilege of this responsibility. All children have the right to safety, health, love and most of all, to hope. Help us hope. Do not poison and doom our children, do not build this terminal.