To the GPT EIS Committee:

I'm writing to express my concern about the environmental hazards presented by the transport and combustion of coal.

On a local level, I'm particularly concerned about the possible damage to the Puget Sound/Salish Sea. I would hope + expect the EIS to address the risks to the ecological + economic health of our [redacted] marine environment. This should include a thorough assessment of fragile species, fisheries, recreation, etc. The EIS should address ongoing non-point pollution of dust and runoff. It should also address the impact of a significant accident, such as the derailment of a train near waterways, or the sinking

of a coal-filled ship in our waterways. I hope that the risk metrics applied to the analysis of accidental damages acknowledges the risk of severe weather, collisions, and sabotage.

Beyond detrimental effects to our local environment, I hope that the EIS includes an analysis of the climate impact of each ton of coal burned at the end of the process that GPT would facilitate. The CO_2 from this coal will negatively impact the entire world, and GPT would be an intrinsic part of this damage.

Thank you for your diligence,

Karen Westgate

MAIL TO: GPT/BNSF Custer Spur EIS Co-Lead Agencies
1100 112th Avenue Northeast, Suite 400, Bellevue, Washington 98004

I/we live and/or work in a community close to the BSNF rail line on which up to 18 additional daily coal trains (9 full, 9 empty) would travel if the Gateway Pacific Terminal were built. I/we request that the GPT Environmental Impact Statement encompass the entire transportation corridor so that communities along the rail and marine routes are given due consideration. Questions that concern me, and which objective, rigorous and comprehensive studies should address include:

NOISE: How will the noise and vibrations of unusually long, heavy and frequent trains impact property values and the structural integrity of homes and other buildings close to the tracks? How will chronic noise exposure affect the health and quality of life of people living, working, and playing nearby?

TRAFFIC PROBLEMS: How will the coal trains affect motor vehicle traffic, transportation, emergency vehicle response times and the flow of commerce in communities along the rail corridor?

FISHERIES & THE SALISH SEA: How will tourism; boating; collision risks; oil/coal spill risks; salmon, crab and herring fisheries; orca whales; and the general beauty, vitality, and livability of the Salish Sea and environs be affected by coal port construction and operations, and by the over 950 annual transits of immense coal ships?

HUMAN HEALTH & SAFETY: How will cancer, heart disease, asthma and other health risks be affected by air and water pollutions associated with coal transport and export? How will additional rail and ship traffic affect accident and collision rates? Toxic air pollution crosses the Pacific Ocean from Asia to the west coast of the United States; what would be the local public health impacts of Powder River Basin coal combustion in Asia?

COST TO TAXPAYERS: How much will we, the taxpayers, ultimately pay for costs affiliated with coal transport and export? Will such direct and indirect costs include necessary upgrades and additions to rail infrastructure; safety measures; public health expenses; the building of under- and overpasses and other attempts at mitigating adverse impacts; lost local businesses and jobs; damaged tourism trade; and decreased property values?

COMMENTS:

SINCERELY,

Aaron Westgate 1905 D STREET, B'HAM, WA 98225

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1100 112th Avenue Northeast, Suite 400, Bellevue, Washington 98004

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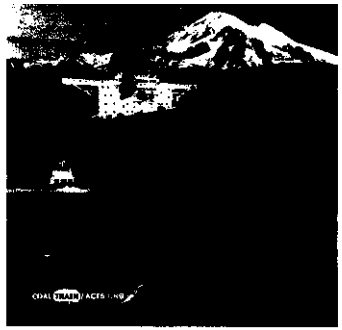
COMMENTS:

SINCERELY,

Lily Lewison 2620 Cedarwood Ave. Bellingham WA 98225

Name(s) Address



MAIL TO: **GPT/BNSF Custer Spur EIS Co-Lead Agencies**
1100 112th Avenue Northeast, Suite 400, Bellevue, Washington 98004

I/we am concerned about the continued vitality of the Salish Sea, where coal ships would make over 950 transits per year if the Gateway Pacific Terminal were to be built. I/we request that the GPT Environmental Impact Statement include the entire coal transportation corridor so that communities along the rail and marine routes are given due consideration. Questions that concern me, and which objective, rigorous and comprehensive studies should address include:

OIL/COAL SPILL RISKS: How will GPT's marine vessel traffic increase collision risks with tankers and other cargo ships in the area? What would be the effects on our region of a catastrophic oil and/or coal spill?

BOATING & SAFETY: How might fishing and recreational boating be affected by the additional capesize and Panamax coal ships in our waters? By how much will accident and collision rates increase?

ORCA, MARINE MAMMALS & BIRDS: How would the noise, pollution and physical presence of the additional huge vessels affect our orca populations? How would construction and operation of the coal port and the continuous transiting of coal ships affect other marine mammals, fish, birds, and the food web that supports them?

SALMON & FISHERIES: How would construction and operation of the coal port; up to 100 acres of pulverized coal in open, near-shore storage; and the coal ships themselves (size, pollution, noise, anchor dragging, etc) impact the crab, herring and salmon fisheries?

TOURISM & OTHER ECONOMIC COSTS: How would lost beauty, decreased orca populations, damaged fisheries and more crowded waterways affect our tourism industry? How would property values be affected? How much will we, the taxpayers, ultimately pay for costs directly and indirectly associated with GPT?

COMMENTS:

SINCERELY,

Lily Lewison 2620 Cedarwood Ave. Bham, WA 98225