

Ban Coal Energy

Aimee Stenersen

December 5, 2012

These are my feelings and ideas on the issues concerning the mining, exporting, and burning of coal as an energy source.

First, I want to explain the sad reality that the majority of people don't see or care about the devastating effects of our environmental disasters unless it happens on the home front, be it natural disasters or the rewards we reap from our careless mistakes. Here's my eye opening experience and concerns. A year ago, my family took a vacation to a beach on the Pacific Coast. My mother, being the wonderful grandmother that she is, bought buckets, shovels, and various other sand castle building paraphernalia for my nephews, ages 2 and 3. I remember how much fun I had as a child making sand castles on the beach, and what a beautiful and permanent memory that created within me. I hoped the same experience for my nephews. Tragically, when they hit the shore line, the sand on the beach was grayish-black. The oil drilling and spills at the time had washed up on the beach and given the golden sand a horribly sickening back color. My brother-in-law, my nephews' father, had to forbid them from playing in the sand. So with empty clean buckets and unused shovels they walk off the beach. What a sad memory this made for all of us. How could anyone walk away without immediate concern?

This event fueled my desire to becoming an active participate, not just a bystander, in search for renewable energy sources, and various other environmental concerns. For instance, wind energy is a sustainable, natural, clean energy source, and should be harvested as such. My thought was that lack of federal funding and opportunity was the culprit in not making this energy more readily available. However, upon researching opportunities for wind energy resources, I surprisingly found many opportunities available, both large and small scale. So where in does the problem really lye?

I believe the issues aren't relevant to lack of resources/opportunities. The issue pertains more to big corporations, such as, Peabody Coal, Goldman Sachs, Arch Coal, and Berkshire Hathaway, who are concerned not about a sustainable environment and natural energy resources, but about the profit made from ripping apart the earth, polluting the air, and wreaking generations of the biosphere, not to mention generations of humans and then health impacts of dirty energy, such as coal mining and burning. Maybe, if funding, federal or other, is available to rebuild these coal-burning plants, making them renewable energy users, and banning all coal burning nationwide (even worldwide), these plants would be more cooperative in using renewable energy, such as wind, solar, even all natural renewable energy sources available to use without harm to the environment.

I have lived in the Pacific Northwest all my life. I love this area. I love hiking in places like the gorge, surrounding forests, and mountains. The Pacific Northwest is one of the most beautiful and safest places to live on this earth. I don't want it destroyed in this generation or generations to come. My whole family lives here. In fact, we live right in the crux of the railroads proposed to transport the coal, and not far from the proposed coal mining sites. The coal mined and pollution it causes isn't even going to be used in the United States, sickeningly, it is to be shipped to other counties. So we wreck our homeland to literally fuel another country's pollution. The whole thing is disastrous.

What kind of price do/can you put on the lives of children, our next generation, or our earth which sustains all life? Money is not that important when considering these issues. I believe the federal

government should ban coal mining/burning completely, offering other renewable source opportunities. After all, we as citizens, the people directly affected, should and do have a voice, please lets all use it. What kind of pride as Americans can we have knowing were leaving a legacy to the younger generations. And what king of legacy are we really leaving them? I'm childless, probably past child bearing years, but that doesn't mean I don't absolutely care about my nephews, their children, and generations to come. Let's be proud Americans once again, and care about our community, our country, and our earth.

TO: GPT/BNSF Custer Spur EIS Co-Lead Agencies

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. 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:

The Portland, Oregon-Vancouver, Washington area is one of the most problematic locations in part because it will be affected by coal trains no matter whether coal is shipped to Bellingham, Longview, the Port of St. Helens, or Coos Bay. In fact, the authors of the most comprehensive analysis of Washington's freight rail system note that, "delay hours per train moving through the Portland/Vancouver area are greater than the delay hours for trains in the Chicago area, one of the nation's most congested rail hubs."

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:

The transport of another region's goods to another country brings limited benefit to our region, at significant cost to our region. In particular, many feel that the export of a highly polluting form of fossil fuel is contradictory to this region's values and dedication to phase out domestic coal-burning power plants.

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. There are concerns about train derailments, the effects of dust on human health, local clean water supplies, and on the marine environment. The methods of containing coal dust, especially in adverse weather conditions (wind, rain) are unproven, and it is uncertain which party would pay for dust mitigation measures.

Because most coal trains are uncovered, they produce significant amounts of coal dust in the course of transporting the coal from one place to another. According to BNSF research, 500 pounds to a ton of coal can escape a single loaded car. The Northwest is notoriously rainy and windy; it is unclear as to how effective

surfactants might be at containing the pulverized coal in adverse weather. There seem to be no guarantees that dust would successfully be controlled en route from the mines to the port. Dust is also generated at the terminal site, as bulldozers continually shift and rotate the ground-up coal. Constant turnover is required to both keep the coal in one area, and also to prevent spontaneous combustion. Wind and moisture can agitate the combustive properties of coal. The potential adverse effects of coal dust on adjacent sites was a factor in the Port of Vancouver rejecting a proposal to export coal from a new export site there. The dust is notoriously difficult to control, and has proven to be a concern for residents close to Westshore, the coal port in BC.

The leaching of toxic heavy metals from coal ash into water supplies is a proven problem. Exposure to arsenic, cadmium, barium, chromium, selenium, lead and mercury can cause any number of health problems, including cancers and neurological diseases. It is unknown if and to what extent these heavy metals might leach out from the coal and/or fugitive coal dust, from the train cars and at the terminal storage site, into local water supplies and into the marine environment. There are potential implications for the safety of the water we drink and the seafood we eat.

Jobs should not be considered as part of the EIS scoping.

SINCERELY,

Karen Axell +

Paul Neigel

Vancouver, WA

12/12/12

12/12/12

My name is Sue Gay.

I live in the heart of the Columbia Gorge National Scenic Area.
The Union Pacific Railroad track bisects our fruit farm.

This farm has been in the same family since the 1880's. It is one of the most photographed points in our area.

I am speaking on behalf of the 15 adults and 10 children who live on and around this farm.

We are absolutely opposed to the prospect of coal being transported through the Columbia Gorge, in any manner.

For instance, what about air quality for our employees who must work outdoors? Who will be responsible for meeting the OSHA air quality workplace standards?

What about coal residue on our fruit? Who will be responsible for meeting the food safety residue standards?

What about noise pollution working outdoors as long stretches of heavy coal cars roar through our farm?

What about coal pollution blow back from China into the Northwest.

Lastly, the whole idea of moving massive quantities of Coal through the Columbia Gorge seems an affront to the purpose of a National Scenic area.

We are requesting the state of Washington to demand that a bi-state EIS study be done to assess the cumulative region-wide impact of these five coal terminal proposals.

The people of Oregon and Washington deserve this. Future generations deserve this.

Sincerely,

Tony & Sue Gay

Tony and Sue Gay

Riverside Farms

305 Morton Rd.

Hood River, OR 90731

(541)386-3863

Mary J. Repar
6971 E. Loop Rd., #2
Stevenson, WA 98648
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12 December 2012

Re: No coal trains to China, and keep coal trains from going through the Columbia River Gorge National Scenic Area, due to many concerns about human health and safety, and many environmental issues; the cumulative impacts of more pollution in our environment are dire and must be considered through cumulative impacts studies.

To Whom It May Concern:

I have been hearing a lot about coal trains through the National Scenic Area (NSA) and particularly through the Gorge and admit to feelings of apprehension and dismay that anyone would think exporting coal to Asia was a good thing when all the air pollution from coal burning would come right back at us!

I've done some research on the issue and my concerns are only growing since coal transport is, apparently even by industry standards, dangerous. This quote is from Geometrica's article "Geodesic Domes for Storing Coal, Petcoke and Other Combustible Bulk Materials": "The recommendation requires an explanation: First, **coal is susceptible to spontaneous combustion** [my emphasis] due to heating during natural oxidation of new coal surfaces. Second, **coal dust is highly combustible and an explosion hazard.** [my emphasis] If a coal dust cloud is generated inside an enclosed space, and an ignition source is present, an explosion can ensue. **Dust clouds may generate wherever loose coal dust accumulates, such as on structural ledges, if there is a nearby impact or vibration due to wind, earthquake, or even maintenance operations.** [my emphasis]...But because of coal's propensity to heat spontaneously, **ignition sources are almost impossible to eliminate in coal storage and handling,** [my emphasis] and any enclosed area where loose dust accumulates is at great risk. Further, even a **small conflagration can result in a catastrophic "secondary" explosion if the small event releases a much larger dust cloud.**" [my emphasis] (Geometrica is a company dealing in bulk storage architecture and building.)

There are many other articles and sources on the dangers of coal and coal transport. Coal is dangerous to human health and welfare and I believe we must all declare our opposition to the transport of coal through the Columbia River Gorge National Scenic Area. This is not the time to wait to be overtaken by events but is the time to act. The impacts of coal transport through the NSA could be catastrophic in terms of fires, and there would be impacts to human health and welfare for all of us.

Further, any benefits to producers and shippers of coal are far outweighed by the negative impacts to our environment and to humans. Coal's days in the U.S. are numbered and producers now seek to make a profit shipping it to Asia so that it can be burned for electricity, with no regard to the hazards to human health and welfare. From the article, "Northwest Coal Exports: Some common questions about economics, health, and pollution," by Eric de Place, April 2012, Sightline Institute (Sightline Institute is a not-for-profit research and communications center): "Coal is a dead man walkin'." That's what Kevin Parker, the global head of asset management for Deutsche Bank, told the Washington Post. Regarding coal-fired power plants, he said, "Banks won't finance them. Insurance companies won't insure them. The EPA is coming after them. . . . And the economics to make [coal] clean don't work."

In conclusion, coal is dangerous and it's time is past and transporting it from the Midwest and through the Columbia River Gorge National Scenic Area would be dangerous for all of us humans, wildlife, and our environments. It is time to be proactive and just say "NO!" I say Hell, no!! This is a very bad idea and we all need to stand up for our health and welfare.

Thank you

Mary J. Repar

A handwritten signature in black ink that reads "Mary Repar". The signature is written in a cursive style with a large, prominent "M" and "R".

I'M A RESIDENT OF THE CATHEDRAL PARK NEIGHBORHOOD IN PORTLAND, MY HOME IS WITHIN 1000 FEET OF THE WILLAMETTE RIVER, AND ON THE OTHER SIDE ARE THE TRAIN TRACKS SLATED TO CARRY COAL TRAINS. AS A PERSON WHO SUFFERS FROM CHRONIC BRONCHITIS, I AM CONCERNED ABOUT HOW THE COAL TRAINS WOULD AFFECT MY HEALTH AND THAT OF EVERYONE IN THE REGION. ON A GLOBAL SCALE, I FEEL THAT WE SHOULD DEVELOP CLEAN ENERGY INSTEAD OF EXPORTING OUR DIRTY COAL TO CHINA. THE TIME TO DO THIS IS NOW; THE TIME WHEN CORPORATIONS COULD RULE THE WORLD IS PAST. FOR THE SAKE OF HUMANITY AND THE FUTURE OF OUR PLANET, WE SHOULD NOT SHIP COAL TO CHINA. NOT NOW. NOT EVER. INVEST IN CLEAN ENERGY; NOW.

PS I AM ALSO CONCERNED ABOUT THE INCREASED RISK OF FIRE ALONG RAILROAD TRACKS STREWEN WITH COAL DEBRIS. TRAIN SPARKS + COAL DEBRIS + DRY GRASS + WIND = MAJOR FIRE!

Kathleen Schmitt
9617 North Willamette
Blvd.
Portland OR 97203

nitrogen oxide and carbon dioxide.

My name is Eedea Kesel

Five years ago, the logging industry was wondering why the trees in the Gorge were not healthy. They did a study of the fog and discovered that on some days, it was more acidic than the acid rain in Ohio.

Now the coal industry wants to make it worse by running 1400 old diesel locomotives through the gorge every week. These locomotives put out a fair amount of nitrogen oxides which is known to produce acid rain.

I ask you to consider the impact of those nitrogen oxides on the trees, the fish and on our lungs.

Three weeks ago, William Ruckelshaus reported that ocean acidification was fact, not speculation. He said seawater acidification recently killed billions of seed oysters in Puget Sound. Three thousand jobs are at risk.

The oceans become acidic when they absorb the CO₂ from coal burning power plants. As this process continues, the diatoms will eventually die and so will the oceans. This is worse than global warming.

I ask you to include the impact of CO₂ on life in the ocean and the economy.

my name
is

I'm a ^{sixteen year}
old

~~I'm~~ Jennifer Ross and I'm a Running Start student at Clatsop Community College. I'm concerned about the impact the ~~coal~~ has on the environment.

As long as I've lived in the Northwest it's been a quiet and beautiful place and I don't want it to become a place where pollutants are being exported through towns destroying the air, the water, and the peace. I'd like to believe that my future kids won't have to worry about the detrimental impact coal will have on the Northwestern environment and climate.

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We can't let coal trains export through the Northwest

Thank you for the Vancouver hearing,

My name is Toni Montgomery and I live along the Evergreen Highway. This is along the water shed and seeps for the Columbia River. I am just feet from the passing coal trains.

Have you experienced what coal dust can do to personal property? I have.

I lost a tree to coal dust and my yard is coated with fine particles of coal everyday.

It's a dangerous mess. Six coal trains a day pass by right now. They are going to Canada.

Canada doesn't want the coal traveling through their country because they know what coal does.

Why are we a pass through to Canada spreading coal dust on our Country?

Please stop this.

I have thought about 1.5 mile long trains, at maybe 20 a day dumping their coal dust.

This is not acceptable. My health, my land, the Columbia River and the World will suffer if this happens.

BNSF estimates at least 500 pounds per trip of coal is lost. Horrific.

Trains travel past over Federally protected Chum Salmon spawning grounds and their water supply. I helped to save this area.

What about all the other fish in our Columbia River and every stream the train travels over as it rolls from the Powder River Basin to the planned ports? Please study this.

I have thought about our agriculture and our wine producing grapes and the bees that pollinate the plants. What will happen to them with so much coal dust? Please study this.

What about the schools that trains pass and the health of the children? Please study coal dust impacts on children.

What about the health of all of us in the pass through? Please study human health effects from coal.

Our economy will be jeopardized by coal trains choking the tracks and diminishing our Ports ability to receive or ship goods. Study this.

There is a net loss of jobs wherever coal passes.

The truth is that coal causes derailments. Many derailments. Super fund derailments. Deaths caused by derailments and bridges that collapse. Have we thought about these problems? Study this.

Who would pay for the infrastructure?

Who would pay for derailments? What other goods could end up in our rivers and streams due to coal undermining tracks? Study this.

Who will pay for the loss of revenue due to loss of jobs in areas where coal passes?

The Pass Through areas where coal travels receive nothing except for the problems that coal dust brings. Who will pay for the related health costs? Superfund cleanup?

Do we bankrupt two States for so few jobs? Only 12 permanent jobs in the Port of Morrow confirmed by a Morrow County Official. Do we jeopardize our health, the environment and our agriculture in a time when we are shutting down coal in the world?

We need our Government to think this through and do a comprehensive study.

I wish to be a party of record so that I may receive the findings from the studies I have asked for.

Thank you,

Toni Montgomery
13816 SE 35th St.
Vancouver, WA 98683
360-891-6136

Toni Montgomery
13816 SE 35th Street
Vancouver, Washington 98683
360-891-6136
December, 2012

Re: Coal Trains

Dear Corp of Engineers,

My name is Toni Montgomery. I live along the Evergreen Highway in Vancouver within Clark County. The Columbia River is just steps away. My home is located a few feet from the train tracks. We are lucky to have a sound wall, however, that does not protect us from coal dust or the blow off from the stacks on the trains. Coal dust is covering plants in my yard and because of this we had to remove a weakened dying tree.

I was one of many who saved a marsh, creek and endangered Chum Salmon spawning grounds. All will be damaged by coal dust shipped at an even greater volume than we suffer today.

My husband Bill was a board member for the Building Industry Association of SW Washington. He also served on the Advisory Committee for the Clark County Shoreline Master Plan. This plan states " No net loss of sensitive shoreline habitat." Damage caused by coal deposited along the Columbia River and past a Federally protected endangered Salmon spawning ground and the water that supplies it, does not meet this requirement.

The State of Washington should not be a pass through for coal to Canada. This should be stopped immediately. This pass through is because Canada does not want coal ruining their Country. This is a cost that US Tax Payers should not have to bear.

Our area, once farms and open space, is now densely populated. The financial impact of coal passing through Washougal, Camas and Vancouver would greatly reduce the value of our homes. The building industry would come to a stop as business and new residents would not want to live and work here with the heavy train traffic and coal dust. Coal has a negative impact to our quality of life. Trains over 1 mile long at a rate of 17-20 trains a day, with the addition of normal rail movement, would clog our streets and lock us into our neighborhoods. My neighborhood has 169 homes and a marina, we enter and exit our neighborhood on one street across the BNSF tracks. Emergency vehicles, business and residents would not have free access to our neighborhood.

Our region would be greatly impacted by the huge increase in coal shipments and the length of the coal trains that pass our homes and businesses. Coal dust,(from the R.R. studies), drops at the rate that can exceed 500 pounds per rail car while en route from the Powder River basin to Longview, WA. 44 million tons of coal per year, hauled in 100

car trains, would require 4,400 trains. At a loss of 500#'s per car over the 750 mile trip, the loss per a 100 car train would be 50,000#'s. That equates to 67# loss per mile per train. Over a years time, 4,400 trains would deposit 294,800#'s of coal dust per mile. It is unconchnable that this proposal has come this far. This much coal dust can't be mitigated. This would ruin all growth in our region.

The building industry has suffered with the economic downturn. With the proposal of the export of coal, our City's would be changed forever. Those of us that can sell our homes, probably would, if coal is allowed to pass. Business's would leave due to the loss of customers who are put off by the clogged streets and dust left behind by the trains.

The Evergreen Highway runs east and west along the Columbia River. It is a " State designated Historic Highway" and part of the Lewis and Clark Trail. It is a two lane road that contains few aprons. This puts people in great danger from the trains and traffic. The proposed double rail would cause much more danger. With the added possibility of coal dust related derailments we will be in jeopardy with every passing train. Even though we are within the City of Vancouver, we have been able to maintain it's rural feel. The train runs close to the road and the back yards of homeowners.

Our area is the end of the Columbia River seeps that feed sensitive spawning areas in the lower Columbia River. We have one of three endangered Chum Salmon spawning grounds left on the lower Columbia. Along with the Salmon we have a marsh and a creek that are protected, they are the water that feeds the spawning grounds and all are close to the rail line. Coal would be devastating to the endangered Salmon and the water that supplies the creek.

In our community we have spent hundreds of thousands of dollars in donations and tax dollars to protect the Salmon and our complete watershed education program. This should be added to the millions of dollars of tax payer money spent to clean up the Columbia River. This area has been saved in perpetuity for education and enjoyment where every citizen can be involved. We ask that our government protect it from coal.

Evergreen and Vancouver Schools come to learn about fish and habitat preservation in our facility each day. This all occurs within feet of the tracks. The impact of coal trains on this facility and the endangered Salmon is far to great to estimate. This is totally contrary to the " No net loss of sensitive shoreline habitat. Much of track is along sensitive habitat and the Columbia River. Coal dust will need to be cleaned up on a daily basis. What are the costs of the clean up and who will pay for it?

There is extreme danger for derailment and fires (confirmed by BNSF). Since 2010 there have been 18 derailments due to coal dust on the tracks. In 2006, 2-4 cars spilled and submerged into Clark Fork River resulting in EPA Superfund action. If there is a derailment on the tracks along our neighborhood many people could die because our homes directly abut the rail line.

The burden on tax payers for costs of clean up, infrastructure and other unforeseen damages could be in the millions. Why should we, the overburdened tax payer, shoulder the costs for something we do not want? We do not want the additional danger that coal train traffic would cause.

The surfactants that reduce dust only work until the coal has bumped enough in transport to rub it away. The surfactant does not stop all the coal that continually blows off the tops and drops out the bottom of the rail cars. Will the State government or our Cities be able to afford the clean up when, tax revenues will be decreased because of lack of business and new housing? Will we lose our agriculture due to coal dust? Will coal dust destroy our bee population? Will our grapes be ruined on the vine and destroy our wine industry? Wine grapes can't be washed before the crush. We need a study of this danger to our economy.

Millennium is an Australian business that wants to supply coal to China through our State. They will benefit financially while we pay the cost left behind by coal. Millennium has given some very inflated numbers for job creation. The small amount of jobs created in Longview is not worth the cost to Clark County. We would see no benefit of job growth or a financial benefit of any kind. Clark County is just a pass through. We will see our own Port unable to move products in or out due to the amount of coal on the rail. More costs to our region. Please look at this.

The use of coal is not going to be long term because coal plants are being shut down all over the world. We in Clark County will have our infrastructure destroyed to fill the pockets of businesses not in Clark County and, in fact not even in the State of Washington.

Who will pay? This would cause decades of decline in Clark County that we may never recover from. We can't let coal ruin our Cities, our productivity and our health.

The Cities of Vancouver, Camas and Washougal have plans for exciting growth and are seeing the beginning of economic recovery. Don't let coal ruin these plans.

The issues with coal are:

Coal creates a negative environment that would stop business growth in all areas where coal trains travel.

There is a question damages to local businesses and our regional identity, could ever be adequately mitigated

Coal would hinder construction due to a decrease of new residents and businesses. We may experience a net loss of residents who choose to sell because of coal trains.

Increased traffic and length of trains would add to the noise pollution that we already experience.

In a statement BNSF said it would need a double rail to handle all the rail traffic. This would destroy our quality of life, and add danger we don't need.

Property would be devalued at a rate much higher than just by living close to the tracks. That rate is estimated at 5-7% but with a mile and a half long coal trains you can probably triple those numbers.

We would have a decline in City and State tax revenue because of the decline in residents, property values and sales tax due to a business downturn.

Coal will cause a decline in personal health and will create a severe increase in health related costs. With the present transport of coal, neighbors are seeing an increase in allergies.

Coal dust would cause a contamination of wetlands, estuaries, rivers and streams. The cost for clean up, by the tax payer, would be immeasurable

Coal would cause a decline in fish health, including endangered Salmon, and their ability to spawn. Our area contains one of only three Federally protected Chum Salmon spawning grounds and the marsh and water that supplies them left on the lower Columbia River.

The risks we face of derailment and fires, as reported by BNSF, is huge. They report 18 coal related derailments from 2010 to present and one in 2006 that became a costly EPA super fund action.

Who pays for all of this? Of course it is passed on to the, already strapped, tax payer.

We ask that our Government protect business, home values and ownership, the health and well being of Washington State residents and the continued growth that we have planned for our EVERGREEN STATE. We the people can ask, and yes, demand, but you, our Governing body, make the final decision. Please shut down all coal passing through our beautiful State so that we can continue to prosper. Please study all these impacts to Washington State.

Thank you,
Toni Montgomery