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Would you like to be added to the mailing list?  Yes  No

**Note:** Any information provided to the agencies will be posted on the website and may be released to a third party as part of the agencies' record for this action. This includes the release of identifiable personal information such as personal name, address, phone number, etc., that is provided in the response.



Combined NEPA/SEPA

**Environmental Impact Statement**  
Proposed Gateway Pacific Terminal/Custer Spur

Place  
Stamp  
Here

GPT/BNSF Custer Spur EIS Co-Lead Agencies  
c/o CH2MHILL  
1100 112th Avenue NE, Suite 400  
Bellevue, WA 98004

BILL PFETTER  
CONCRETE, WA

The Army Corps of Engineers must decide to conduct a broad environmental review for all the projects. A review that doesn't cover the complete path of the coal from extraction to loading on ships isn't a scientifically-complete review. The entire process must be analyzed from start to finish.

*I realize that some level of coal transportation is likely.*

We can minimize the impact of coal transportation through the states by restricting the transfer of coal to the port on the Columbia river with barges and container ships going from there directly to the sea. We want no transportation of coal along the I-5 corridor.

If you want to sell coal to China, go ahead. Just don't haul it through countless cities in Washington, and drastically disrupt commerce, to do it. If you do insist on allowing the coal companies to haul their product through Washington, make them pay for the privilege. The companies, not local municipalities, must pay for all overpasses necessary to avoid blocking arterials in the cities they travel through.

*A recent trip between Wash. D.C. to N.Y. showed that almost all arterials have overpasses for the trains to avoid impacting traffic. The east coast handles their train-traffic properly.*