

We have lived on Chuckanut Drive near Bellingham, Washington, just above the Burlington Northern tracks, in a house we built with our own hands for more than 40 years. My major concern about the proposed Gateway Pacific Terminal is the health hazard and decreased enjoyment of our property from carcinogenic coal dust and diesel exhaust from 18 additional mile + coal trains with their 4-5 diesel engines each day. The pollution of the already increased coal train traffic is immediately noticeable to all who are outdoors when a train comes by: breathing is hard, especially when the multiple diesels at both ends of the train pass. Enjoying our yard and beach with friends will be almost impossible with spacing between trains barely 20 minutes. The oily residue sticks to my windows; certainly this cannot be a good thing to inhale. I will remember the black lung, constant sore throats and stomach cancer prevalent in the small coal mining town in Illinois in which I was raised. Over 200 Bellingham doctors have expressed concern for the health of their patients. But I am concerned about all American citizens from Montana to Washington whose health will be affected by breathing these carcinogens which they cannot see. I am aware of no mitigations that will eliminate these hazards. Both the immediate breathing and destroy of recreation impacts, and their cumulative effects



Combined NEPA/SEPA

# Environmental Impact Statement Proposed Gateway Pacific Terminal/Custer Spur

## Comment form

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- Vessel
- Rail
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- Multiple/not listed

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#### Human environment

- Noise
- Air quality
- Human health
- Traffic or safety
- Other human environment topic

*Xrecreational enjoyment*

#### Natural environment

- Wildlife or vegetation
- Marine species, fish or fisheries
- Wetlands or streams
- Water quality
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#### EIS Process

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*along the entire rail route must be studied and considered. The original permit was for a much smaller terminal, shipping mostly grain. The rail traffic for that permit would have had entirely different rail route impacts. The number of diesels would have been smaller & the amount of coal less: health hazards existent but not as horrendous.*

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

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Combined NEPA/SEPA

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

EVERETT WA 982

07 JAN 2013 PM 3 T



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



The increased number of long, heavy, coal trains will increase the number of landslides along the tracks. Derailments will increase, and human death and injury are likely. Impact on property values - and there are tens of thousands of us who live near the tracks on Puget Sound - will be intensely negative. Steep, unstable embankments line the route for much of its distance.

We had personal experience with this problem several years ago. A slide from the far end of our property covered the tracks and was hit by a passenger train going at full speed, according to our neighbor. Rocks, mud, and timber pieces broke the huge 25 ft. span of windows on the bay side of our house and hurled debris up to the 3<sup>rd</sup> story of our home and onto our neighbor's deck 300 ft. away. Shards of glass lodged in our walls. Fortunately I was not at home, and my husband was in a more isolated part of the house, or one or both of us could have been killed, as could passengers on the train.

Two years before, another neighbor had a huge slide which was discovered before a train passed. All of this happened during a period when trains were less frequent and not as heavy. Now we feel much more vibration, with its potential for destabilizing a water soaked hillside. "Normal" freight trains and passenger trains do not cause the same amount of vibration. This increased vibration will

eventually result not just in mudslides but also in homes sliding onto the tracks.

This year, as the ground has become saturated with rain, train traffic has been disrupted numerous times by slides in the Everett area, and one train has been derailed. It is only a matter of time before area residents, passenger or railroad personnel are injured.

Please evaluate the likelihood of heavy train traffic through unstable areas caused by death, injury and property damage.

In addition to the problem of human injury and death and property destruction by slides caused by too much vibration, if a coal train were to derail, the toxic chemicals in the spilled coal would wash into Puget Sound, or, earlier, into the Columbia, only feet away. Fertile fields in other areas would be polluted for a long time. Even without a derailment, coal dust from trains and diesel emissions will pollute farmland and waterways from the Powder River Basin to Cherry Point. Please study the massive air, water and land pollution problems, as well as the threat to lives and property from more than doubling the number of these long, heavy trains pulled/pushed by four to five diesel engines.



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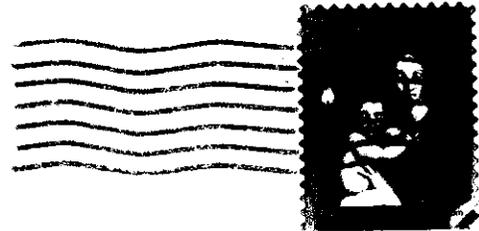


Combined NEPA/SEPA

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



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GPT/BNSF Custer Spur EIS Co-Lead Agencies  
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Like many citizens of Whatcom County, I am concerned about the effects of tying up traffic at train crossings, blocking emergency vehicles, (fire, ambulance and police) isolating parts of our community from help that is needed. Eighteen more mile+ coal trains per day will mean at least 1 train every 20-30 minutes, which, in my experience, take 7-18 minutes to rumble by. (We live not far above the tracks.) Delays of emergency vehicles will result in loss of life, and, in the case of delayed fire engines, loss of both life and property.

Since the effects of delayed access because of coal trains will be a problem for people in all states through which this coal will pass, I request that you study the impacts of delayed emergency vehicles along the entire route from the Powder River Basin to Cherry Point.

Mitigation by building overpasses might help downtown areas, but according to railroad spokespeople, only 5% of the cost will be borne by the railroad. The other 95% will come from local, state and federal governments - us! The only things "mitigated" are our pocketbooks.

Also, there would still be parts of communities that would be frequently cut off by trains; not all crossings would have overpasses. We have four small settlements on C Buckanut Drive alone that will be on the "wrong" side of

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### Does your comment relate to any of the following topic areas? (check all that apply)

#### Human environment

- Noise
- Air quality
- Human health / *life*
- Traffic or safety
- Other human environment topic \_\_\_\_\_
- Property damage / destruction*

#### Natural environment

- Wildlife or vegetation
- Marine species, fish or fisheries
- Wetlands or streams
- Water quality
- Other natural environment topic \_\_\_\_\_

#### EIS Process

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Please share your comments below: (comments can also be attached to this form)

*the tracks.*

*We all know people for whom a delay of an ambulance by even five minutes would have been fatal, can cite cases of domestic violence in which police arrived just in time, and know that quick action by fire people is necessary to save life and limit property damage by fires.*

*Please carefully study the impacts on human life and property caused by delayed emergency vehicle response. Obviously the smaller, multipurpose port originally permitted would not have the same frequent, prolonged, crossing blockages.*

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

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

**Mrs. C. Jean Carmean**  
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EVERETT WA 9802

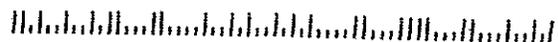
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Happy  
Holidays



GPT/BNSF Custer Spur EIS Co-Lead Agencies  
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9800484511



One of my concerns about the proposed Coal port at Cherry Point is the negative effects the increased Coal train traffic will have on recreational facilities such as parks and private beaches. Just in my immediate area (Chuckanut Dr., Bellingham) a state park (Larrabee) several County and even more city parks and trails, will have blocked access by long Coal trains. Not only will delayed access by 18 more long, heavy Coal trains be a problem, but the noise at narrow parks such as Boulevard is deafening and the smell of diesel and Coal dust is suffocating. In addition, the accumulation of oily films and dust will make facilities such as picnic tables unusable unless they are cleared more thoroughly and frequently. Also, the accumulation of toxic compounds on the land of small parks will make them unusable.

On Chuckanut Dr., there are a large number of community and individually owned beaches that are separated from the upland property by the railroad. Ultimately, either people will be forbidden access to these properties or the possibility of death or injury will increase. Since it is impossible to keep animals off the tracks, pet and wildlife kills will <sup>also</sup> increase.

Many of these parks and beaches will also suffer from the water pollution that will result from tripling the Coal train traffic (27 trains per day). Please study the effects of 27 Coal trains

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Please share your comments below: (comments can also be attached to this form)

*X Parks Degradation of recreational facilities*

*per day on swimming and picnic areas over a period of five years.*

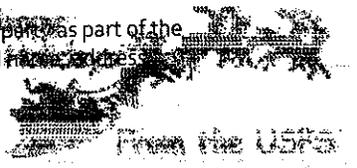
*Many people, ourselves included, have moved to the Puget Sound Area because of its wonderful natural recreation opportunities. There are obviously similar problems all along the train route, involving national as well as state and local recreation sites and "wilderness" areas. Please study the negative impacts on parks, lakes, streams & other recreation sites that are within 2000 ft. of the rail line, and the deleterious effects on quality of life that such degradation will have along the entire train route.*

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09 JAN 2013 PM 3:17



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

Ms Jean Carmean  
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GPT/BNSF Custer Spur EIS Co-Lead Agencies  
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I am proud that Washington State is a leader in banning coal burning to reduce greenhouse gas emissions which contribute to global warming and ocean acidification. Prior to the ban on coal sales to individuals, we occasionally fired up a pretty, coal burning, parlor stove that my grandparents used in Kansas in the 1890's. It gave me a real sense of connection to my mother's family, but the ban made sense. Now I am confronted with a plan to ship millions of tons of coal to China right past our home above the B. N. S.F. tracks! How can we say that <sup>we</sup> will not endanger the health of citizens of our state by not burning coal here, but that we have no problem selling our coal to China cheaply only to have their plants pollute the atmosphere and ocean both there and here? Perhaps the xenophobic can say "there are too many Chinese anyway," but this ignores the fact that ocean and air currents blow the nitrogen and sulfur oxides and mercury pollution back to our air and water and will worsen the ground level ozone pollution here.

Please study the effects of coal burning in China upon the air and water quality there, in the U.S., and particularly upon Washington and Oregon. Also, evaluate its cumulative effects on global warming and the effects of increased ocean acidification upon our fishing industry.



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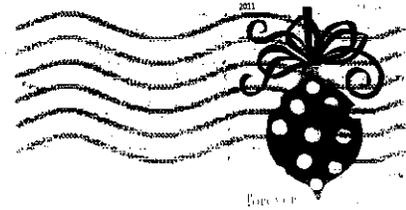


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**Environmental Impact Statement**  
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**Ms. Jean Carmean**  
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EVERETT WA 982  
14 JAN 2013 PM 1 T



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9600494511



As a resident of Luckasut Dr., Bellingham, I have a number of concerns about the economic and noise impacts of the Coal Terminal at Cherry Point and the daily 18 additional long coal trains. I would like these impacts to be studied and considered for the permitting process. In addition, all of the problems we will have will also be true of the whole area through which the trains will travel, so please study total cumulative impacts along the route, including the effects if additional coal ports to the south are added.

- The value of our home, (built with our own hands above the tracks) will decline with trains passing every 20 minutes. There are tens of thousands of homes along the entire route.
- We will be cut off from our beach on the other side of the tracks.
- The noise will keep us awake at night and make using our yard a problem. The long <sup>heavy</sup> coal trains are noisier and cause more vibrations than regular freights, and their 4-5 engines are literally breathtaking.
- The increased number of trains cannot be handled by the present track system. Adding tracks will result in land seizure. The terminal property may also be expanded in this way.
- Waterfront development plans in Bellingham will be impaired, and undoubtedly business areas all along the route will be effected. Ironically, according to BNSF, <sup>95%</sup> of

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*\* Property values*  
*\* Business/job losses*  
*\* Land pollution*  
*\* Resource depletion*  
Please share your comments below: (comments can also be attached to this form)

mitigations, such as overpasses, will be borne by taxpayers.

- Selling coal to China for a pittance will deplete a national resource for short term private profit.
- The use of coal power in China will result in more goods being made there and consequently fewer manufacturing jobs being created in the U.S. The promised 200 <sup>permanent</sup> jobs at the terminal will not fill this void.
- Land near the terminal and along the tracks will be polluted and, consequently, less usable. The effects will be cumulative.

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## Environmental Impact Statement

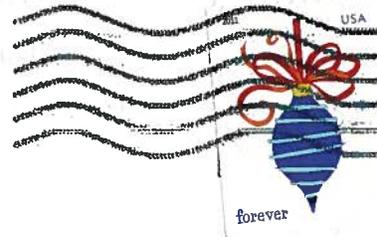
Proposed Gateway Pacific Terminal/Custer Spur



Ms Jean Carmean  
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22 JAN 2013 PM 2 T



GPT/BNSF Custer Spur EIS Co-Lead Agencies  
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As a resident of Whatcom County, I am concerned about the impacts of 400 more large ships in the narrow passageways from the open oceans to our inland waters. From Buckanut Dr., every day I see tankers waiting to unload at Anacortes, and have seen similar sights when we lived near Cherry Point. Both oil tankers and coal transport ships are huge, and as more and more are added to the narrow shipping lanes, the chance for collision and pollution of the bays by oil and/or coal spills is increased, as is the danger to smaller ships, boats and pleasure craft. In addition, even if spills are avoided or contained, marine mammals will be killed or disoriented by these ships. Please study the effects of such collisions, spills, and the mere presence of these ships on other shipping, water, air or marine life.

Also, loading and offloading coal ships will necessarily involve a certain amount of spillage and dust which will pollute air, water, and land around the terminal. Please study these effects.

The ships themselves operate on dirty bunker fuel, adding to air and water pollution here and abroad. When at sea, they pump their bilge directly into the ocean. Please assess the amount of pollution to air, water,

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*and the consequent effects on global warming and marine life that an annual increase of 400 more large ships on Puget Sound will have.*

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First name: \_\_\_\_\_

Last name: \_\_\_\_\_

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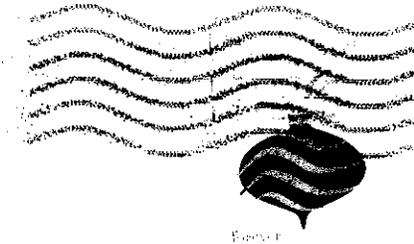
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18 JAN 2013 PM 2 L



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