

October 18, 2012

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

**RE: Scoping Comments from Skagit County Businesses**

Sent by Certified Mail, Return Receipt Requested

Dear Sir or Madam:

Please accept the enclosed scoping comments to help guide preparation of an Environmental Impact Statement (EIS) for the Gateway Pacific Terminal Inc's (GPT) proposed project at Cherry Point, Washington, and the Burlington Northern Santa Fe (BNSF) Railway's Custer Spur Rail Expansion project. The comments are those expressed in the enclosed **letters signed by 162 business owners and managers in the Skagit Valley**. As the texts of the letters indicate, these businesses urge that the EIS analyses include study of several significant impacts on the natural and human environments in Skagit County, which are attributable to the GPT and BNSF proposals.

Over the last year and up to the present, these businesses have been voicing their concerns, by adding their signatures to these comments identifying topics that should be studied. Throughout that period, Skagit businesses and residents were given to understand by the proponents and government agencies that scoping was imminent. The signatories have been and remain concerned about the enumerated impacts.

The 58 pages of scoping comments in the enclosed letters are presented in six segments, grouped by the location of signatory businesses. The groups (in order of presentation) and page numbering are:

- Mount Vernon (pages MV-1 through MV-31)
- Burlington (pages B-1 through B-4)
- La Conner (pages LC-1 through LC-5)
- Bow, Edison, Blanchard, and Allen (pages BEBA-1 through BEBA-9)
- Anacortes (pages A-1 through A-5)
- Conway (pages C-1 through C-4)

The letters enclosed have multiple signatures. The first page of each letter has no

signature spaces; subsequent pages of each letter have either text and signatures, or just signatures. To avoid unnecessary repetition in this filing, redundant pages of the first sheet of the letters have not been included. Instead, after the full text of a given letter has been included, subsequent pages for that letter include only sheets bearing signatures. Finally, the Conway comments are on two sided sheets, so the back sides of those sheets have been photocopied and the photocopies inserted in order, for the convenience of the reviewers.

Thank you for your consideration of these scoping comments. If this filing raises any questions, or I may otherwise assist you, please feel free to contact me.

A handwritten signature in black ink that reads "Phillip Holder". The signature is written in a cursive style with a horizontal line underneath the name.

Phillip Holder  
109 N. 6<sup>th</sup> St.  
Mount Vernon, WA 98273  
360 419-3124

## **An Open Letter to Elected Officials and Government Agencies**

**October, 2012 – January, 2013**

We the undersigned business people in the Mount Vernon area are deeply concerned by SSA Marine/Pacific International Terminals Inc.'s (GPT) plan to transform Cherry Point in Northwest Washington into one of the largest coal export facilities in North America, to export up to 54 million tons of coal from Wyoming/Montana to Asia per year. The plan calls for up to 18 additional trains daily (GPT Project Information Document, Feb. 28, 2011, Table 4-5), each up to 1.6 miles long, traveling to and from the GPT terminal through Mount Vernon and Skagit County, threatening significant adverse impacts to our community.

Mount Vernon is a unique growing city with a lovely natural environment and unique rural economy. Mount Vernon and Skagit County are attractive to the million-plus visitors to the region each year because of convenient access to the Skagit River, prime farmlands, the Cascade Mountains, national and state parks and forests, historic places in Skagit County listed in the National and Washington State Registers, and the San Juan Islands in the Puget Sound.

Mount Vernon has a well-maintained historic downtown adjacent to the rail line, with a Main Street Program designated by the National Trust for Historic Preservation, a unique historic theater, boutique and antique shops, and fine dining. Skagit Station in downtown Mount Vernon delivers multimodal transportation, including passenger rail services and inter-county bus service. The unique characteristics of Mount Vernon make it essential that federal and state officials conduct a detailed review of the significant adverse economic, cultural, health, safety, aesthetic, and quality of life impacts from increased daily train traffic to and from the GPT through Mount Vernon and Skagit County, including these indirect impacts of the GPT project:

- traffic delays at each Mount Vernon "at-grade" rail crossing, preventing access to local businesses and cultural events;
- loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries due to blocked access to and from I-5 and other thoroughfares;
- loss of new businesses, new commercial and residential development, and new jobs;
- loss of tourism, and damage to Mount Vernon and Skagit County's quality of life reputation;
- degraded commuter transportation to work sites and schools;
- impaired emergency response to residents and businesses, and blocked emergency access to medical care from downtown Mount Vernon and elsewhere;
- health, economic, and quality of life impacts from diesel exhaust, fugitive coal dust, noise and vibrations;

# An Open Letter to Elected Officials and Government Agencies

October, 2012 – January 2013

- lowering of commercial and residential property values and resulting loss of tax revenues;
- the demand on taxpayer dollars to fund overpasses and/or other measures to remedy the many traffic congestion impacts listed in this letter; loss of taxpayer investments in passenger rail service; and
- cumulative impacts from increased rail traffic through Mount Vernon and Skagit County in addition to all existing and future Amtrak and freight traffic that will foreseeably use the I-5 corridor rail route after full operation of the GPT terminal and in the future.

We understand that state and federal agencies will prepare an environmental impact statement (EIS) for the GPT. We request that the scope of this EIS include a rigorous, detailed and accurate analysis of the indirect and cumulative adverse impacts to Mount Vernon and Skagit County businesses. While GPT's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route. Potential loss of jobs and revenues in Mount Vernon and Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses that evaluate all direct, indirect, and cumulative impacts for all other proposals in the northwest for coal export associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts identified in this letter.

We recognize that Mount Vernon is by no means the only Washington State city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes significant indirect adverse economic, health, and environmental impacts, along the entire rail corridor from the Powder River Basin to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

**Signature and Printed Name**

  
\_\_\_\_\_  
Carlos Carrion

**Name or description of business, address**

Calle Tacos Fegula  
\_\_\_\_\_  
517 South 1st Street 98273

  
\_\_\_\_\_  
CARL WIBBELMAN

Mt Vernon Promenade  
\_\_\_\_\_  
1101 Riverside Mt Vernon  
98273

## An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

We the undersigned business people in the Mount Vernon area are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest coal export facilities in North America, to export 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through downtown Mount Vernon and Skagit County, threatening significantly adverse impacts to our community.

Mount Vernon is a unique growing city with a lovely natural environment and unique rural economy. Mount Vernon and Skagit County are attractive to the million-plus visitors to the region each year because of the Skagit River and convenient access to prime farmlands, the Cascade Mountains, national and state parks and forests, historic places in Skagit County listed in the National Register, and the San Juan Islands in the Puget Sound.

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- ▲ traffic delays at each Mount Vernon "at-grade" rail crossing, preventing access to local businesses and cultural events;
- ▲ loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries;
- ▲ loss of tourism and customers due to blocked access to and from I-5 and other thoroughfares, including loss of revenue to area businesses and damage to Mount Vernon's quality of life reputation;
- ▲ degraded commuter transportation to work sites and schools;
- ▲ impaired emergency response to residents and businesses, and blocked emergency access to medical care from downtown Mount Vernon and elsewhere;

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;
- ▲ lowering of commercial and residential property values and resultant loss of tax revenues;
- ▲ loss of new businesses and new commercial and residential development and associated construction jobs; and
- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Mount Vernon and Skagit County businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Mount Vernon and Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Mount Vernon is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature

Nancy Springs

Bruce Springs  
Bruce Springs

Name or description of business, address

RIVER+MAIN GIFTS  
500 S 1st MTUCCAN

Empire Ale House  
314 West gates  
MT Vernon WA 98273

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address

Sara Gannus  
Sara Gannus

Heritage Galleries  
504 South 1<sup>st</sup> Street  
Mount Vernon, WA 98273  
ph(360)428-0350 fax (360)336-5538

Pam McNaughton  
Pam McNaughton

Tattered Page  
514 S 1st St  
Mount Vernon WA 98273

Lana Bargabus  
Lana Bargabus

Skagit Running Company, INC  
702 S 1<sup>st</sup> ST; Mt. Vernon WA. 98273

DAVE GRANFELT  
DAVE GRANFELT

EASTON'S BOOKS  
701 S. FIRST ST

Donna Toepfer  
Donna Toepfer

Gretchens  
509 S. 1<sup>st</sup> St.

Kathryn L. Tellesbo  
Kathryn L. Tellesbo

Dilly Dally Antiques  
501 S. 1<sup>st</sup> M.V.

Rosemary Kamb Kidane  
Rosemary Kamb Kidane

Persephone's  
419 S. 1<sup>st</sup> St  
Mount Vernon, WA 98273

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address

Brenda Riggan  
Brenda Riggan

Same Ol' Grand & Deli  
508 S 1st St. MT Vernon 98273

Marcia Bartlett  
Marcia Bartlett

Red Door Antique Mall  
111 Freeway Dr MV 98273

Mary Bradley Lmp.  
Mary Bradley Lmp.

A Haircut Parlor  
110 N. First St.  
MV. WA. 98273

SHAM DENNIS

TRT DEE  
215 S 1st St. MT.V WA  
98273

Hellen's Needleworks  
(Yarn) 320 1st Street

Hellen R Biggers

Barbara Strauss

Strauss Jewelers  
401 S. First

Melissa Jamal

Kids Stuff  
408 S 1st St.

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature	Name or description of business, address
<u>Marte Levague</u> Marte Levague	<u>Valley Pkg</u> <u>221 S 1st St</u> <u>Mt Vernon, Wa.</u>
<u>Cinda Metraff</u> Cinda Metraff	<u>Calico Creations</u> <u>400 S. 1st St., Mt. Vernon WA</u>
<u>Carol DeCruz</u>	<u>Custom Interior Design</u> <u>510 S. 1st St Mt Vernon, Wa</u>
<u>Ron Perry</u> Ron PERRY	<u>GOOD OLD DAYS ANTIQUES</u> <u>519 S FIRST ST. MT. VERNON</u>
<u>Amber Torgerson</u> Amber Torgerson	<u>Sprouts Clothing</u> <u>612 S. 1st St. Mt. Vernon</u>
<u>Sarah Parker</u> Sarah Parker	<u>Wild Fibers</u> <u>206 S 1st M.V</u>
<u>Heidi Allen</u>	<u>Collins Office Supply Inc.</u> <u>419 Bates.</u>

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address

Scott Meyer

new and used merchandise.  
322 S. 1<sup>st</sup> Street, M.V.

\*

Debi Burton

resale - Pullingham  
POB 5742 " 98227

D. Parks

Re-FEATHER YOUR NEST

  
ERIC LINT

RETAIL  
121A FREEWAY DR  
MT. VERNON WA  
SKAGIT RIVER BREWING CO.

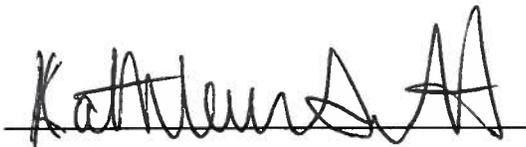
Alberto Candivi  
ALBERTO CANDIVI

404 S. 3rd St. Mt. Vernon, WA  
98273

IL GRANATO 100 E. MONTGOMERY  
STELLIO M. VERNON WA 98273

Carl Van Der Pol

Auto Plus  
418 2<sup>nd</sup> ST Mount Vernon WA  
98273

  
Kathleen Senff

tulips  
614 S. 1<sup>st</sup>, MV 98273

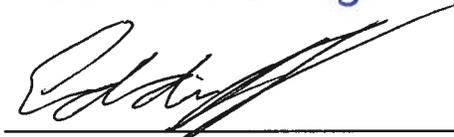
An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature  
  
\_\_\_\_\_  
Paul C Springer

Name or description of business, address

Trumpeter Public House  
416 Myrtle St.

  
\_\_\_\_\_  
EDDIE KELLEY

RIVERCLAY STUDIO

513 S. 1<sup>ST</sup> ST

Kathleen Broman  
Kathleen Broman

Homeward Bound

406 So. First Suite 101

  
\_\_\_\_\_  
Carol L. Edward

Law Offices of C.L. Edward & Associates, P.S.

300 S. First Street, Suite B

Marlys Herman  
marlys Herman

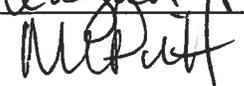
Anne Mae Antognini

585 So 1<sup>st</sup> Ste A - Mt. J

Kathryn Pickett  


Embellish

511 S. 1<sup>ST</sup> ST Mt. Vernon, WA 98273

Meagan Pickett  


Pacioni's

606 So. 1st MV

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address

Varrian L. Small  
VARRIAN L. SMALL

Stamps' Cow Place  
405 S. 1<sup>st</sup> St.

Linda R. Bachman  
L.R. BACHMANN

MY FAVORITE THINGS  
724 S. 1<sup>ST</sup> STREET  
MOUNT VERNON, WA 98273

Terry H. Schaberg  
TERRY H. SCHABERG

Law Office  
720 S. Main St., Ste 230  
Mount Vernon, WA 98273

Patricia Bacon  
PATRICIA BACON

BRADY BACON BROKERAGE  
117 N. 1<sup>ST</sup> SUITE 1B  
MOUNT VERNON, WA 98273

Amanda Johnson  
AMANDA JOHNSON

Ristretto Coffee Lounge & WineBar  
416 S. 1<sup>st</sup> St Mt. Vernon 98273

Heidi Otis

Heidi Otis Agency Farmers Insurance  
325 W. Kincaid St.  
Mt. Vernon, Wa 98273

Tamara Thomas  
TAMARA THOMAS

Terra-Somes LLC  
770 S. Main St #207  
Mount Vernon, WA 98273

**An Open Letter to Elected Officials, Agencies, and the Media**

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- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;
- ▲ lowering of commercial and residential property values and resultant loss of tax revenues;
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Signature  
  
\_\_\_\_\_

Albert R. Lyon

Name or description of business, address

Lyon's Furniture & Sleep Center + WC  
325 So 1<sup>st</sup> St.  
Mount Vernon, Wa. 98273

\_\_\_\_\_  
Retail Furniture

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address

H Roksan Biktimir  
H Roksan Biktimir

Northsound Counseling Center  
720 Main St Suite 224  
Mount Vernon

Paul Row  
Paul Row

Row Insurance Agency  
408 S 2nd ST  
MT VERNON WA 98273

AMANDA LIGHT  
AMANDA LIGHT

Counseling  
321 W Washington #330  
Mount Vernon, WA 98273

ELISABETH HARPER  
ELISABETH HARPER

SKagit BUSINESS & STAFFING  
310 Pine St., Mount Vernon, WA 98273

HOWARD PETERSON  
Howard Peterson

Peters & Mc T/ty  
306 A Pine Mount Vernon WA 98273

EVIE STALCUP  
EVIE STALCUP

Fred's Hair Styling  
607 B. South First Street, MV

BOBYN PIPKIN  
BOBYN PIPKIN

Bikram Yoga Mount Vernon  
508 S. 2nd. St.  
MV, WA 98273

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address



RIEHL MARSULA

RAYS AUTO PARTS  
415 S 3RD MT VERNON



Jessie DiPardo

Service Alternatives, Inc  
406 S 2nd Str Mt Vernon



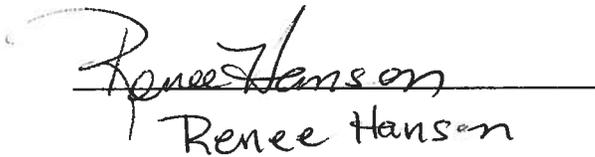
TONI CAMAKILLO

TUNIC DESIGN STUDIO PHOTOGRAPHY  
310 W MONTGOMERY RD, MV



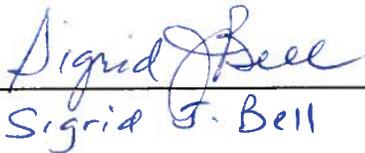
DALE RAGAN

KARL'S PAINTS  
1515 B FREEWAY DR



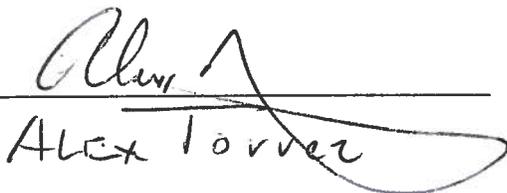
Renee Hanson

Sign Mart  
1585 A Freeway Dr MV



Sigrid J. Bell

Sigi's Cinnamons  
1200 Cleveland Ave, Mt. Vernon



Alex Torrez

Red Truck Salon  
1115 2<sup>nd</sup> St Mt. Vernon



**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

Signature

Kate Mauro

Name or description of business, address

NW Fine Furnishings  
919 Riverside Dr MV 98273

## An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

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Signature

Christie Stewart Stein

Kathleen Y. Bisognia

Name or description of business, address

Riversong Farm  
16384 Donnelly Rd  
Mt. Vernon, Wa. 98273

Law office  
407 S. First St.  
Mount Vernon, WA 98273

**An Open Letter to Elected Officials, Agencies, and the Media**

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Signature

Jinda Mohle

Name or description of business, address

ADARA SALON & SPA  
1019 Cleveland St  
Mount Vernon

Den Bachler  
(Acupuncture office)

1314 Cleveland Ave  
Mount Vernon, WA 98273  
360-336-3096

**An Open Letter to Elected Officials, Agencies, and the Media**

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Signature

Karl Muncie  
1-5-12

Name or description of business, address

Nutrition Resource, LLC  
313 W. Section St  
Mt Vernon WA 98273  
(360) 336-2614

PS I do not wish my office to look like this contaminated page as I'm sure you yourself would not

MV-18

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

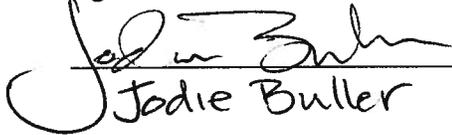
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Signature

  
\_\_\_\_\_  
Jodie Buller

  
\_\_\_\_\_  
Nancy Clark

Name or description of business, address

  
\_\_\_\_\_  
202 South First Street

  
\_\_\_\_\_  
Natural HealthCare  
2 410 Commercial St, #3

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address



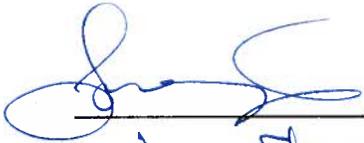
Linda A Ballantine

Middle Way Acupuncture  
321 W Washington Ste 334  
Mt Vernon WA 98273  
Institute



Traci Fralic

Calm Water Massage  
308 Pine St Mt V



Linda Fleming

Skager Wild Birds Supply  
17188 State Route 536  
Mt. Vernon, WA 98273

  
Suneil Polley

Alive & Well Acupuncture &  
325 E Division St  
Mount Vernon, WA 98274  
Naturopathy

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;
- ▲ lowering of commercial and residential property values and resultant loss of tax revenues;
- ▲ loss of new businesses and new commercial and residential development and associated construction jobs; and
- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Mount Vernon and Skagit County businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Mount Vernon and Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Mount Vernon is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature

  
\_\_\_\_\_

↑  
Antonio Velasco  
\_\_\_\_\_

Name or description of business, address

Restaurant (Las Coronas)  
\_\_\_\_\_

602 W. Division St.  
Mt. Vernon, WA 98273.  
\_\_\_\_\_  
\_\_\_\_\_

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Rebecca Jones

Name or description of business, address

Mount Vernon Business Machines  
613 W Division St. MV

Steve L. Scott

Stues Barbershop  
624 W. Division  
Mount Vernon

Steve Jones

Skagit Valley Pawn Co  
628 W. Division St Mt Vernon WA

Mary M. Moore

Britz Hair Salon  
708 West Division St mount verno

Rave Nelson

K & S Fine Line Tattoo  
710 W. Division M.V.

Shannon L Barnes

712 W. Division M.V.  
Pet-A-Loat Junction

Elyse M. Maurer

The Digg Horse  
100 S Barker St  
mt. vermon, WA 98273

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;
- ▲ lowering of commercial and residential property values and resultant loss of tax revenues;
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- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Mount Vernon and Skagit County businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Mount Vernon and Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Mount Vernon is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature



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Name or description of business, address

CRAFT STOVE OF W. WA. INC

900 W. DIVISION, MOUNT VERNON, WA.

98273

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**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

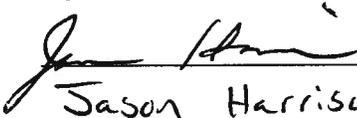
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- ▲ lowering of commercial and residential property values and resultant loss of tax revenues;
- ▲ loss of new businesses and new commercial and residential development and associated construction jobs; and
- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Mount Vernon and Skagit County businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Mount Vernon and Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Mount Vernon is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature

  
\_\_\_\_\_  
Jason Harrison, G.M.

Name or description of business, address

Skagit Habitat for Humanity  
1022 Riverside Drive. Mount Vernon.

  
\_\_\_\_\_  
Paul Pickering

Max Dale's Steak & Chop House  
2070 Riverside Dr. Mount Vernon

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

Name or description of business, address

Stan Klueber Olson

Valley Farm Center  
305 Freeway Drive

Lisa Newman

Mount Vernon Carpet One  
400 W Fir Street, MV

Brenda Schmidt  
Brenda Schmidt

Calico Cupboard Cafe & Bakery  
121 B Freeway Drive, MV

Peter J. Carloti 1/30/2012

Carloti Architects, P.S.  
116 B. Fir Street Suite A, MV 98273

James W Jones  
JAMES W JONES

The Blueprint Co, LLC  
909 RIVERSIDE DR, MV 98273

Tom Theisen  
TOM THEISEN

THEISEN ARCHITECTS  
518 Nth 4th St., MV

Guy D. Clements  
Guy D. Clements

Ameriprise Financial  
422 W. 4<sup>th</sup> St Suite 101 MV

An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

Signature

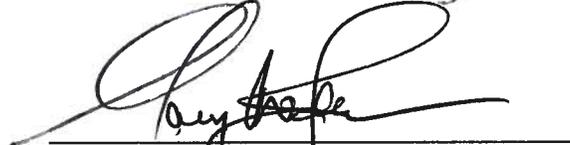
Name or description of business, address

  
CAROL LAWSON

STATE FARM INSURANCE  
702 N. 4TH ST  
MOUNT VERNON, WA

  
Almer Carl Bay

Sensational Hair  
1519 S. 2nd St  
Mt. Vernon, WA

  
GARY W. JOHNSON, MGR

**PHELPS TIRE FACTORY**  
1405 S 2nd Street  
Mount Vernon, Washington 98273  
(360) 336-2634

  
Guy D. Corp

grafixCORP  
1327 Cleveland Ave, Suite C  
Mt. Vernon, WA 98273

  
Jessamyn Tuttle

Jessamyn Tuttle Photography  
217 N 5th St, Mt Vernon WA 98273

  
Helen M. Epstein Wutzke

Verdant Garden Design  
213 N. 5th St., Mt. Vernon, WA 98273

  
Manager.

Dally's Autobody  
300 Willow Lane, Mt. Vernon  
WA . 98273

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

Signature

Ian Larsen (Ian Larsen)

Name or description of business, address

The Soup Bowl  
1129 A Riverside Dr  
Mt Vernon, WA 98273

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**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

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- ▲ loss of new businesses and new commercial and residential development and associated construction jobs; and
- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Mount Vernon and Skagit County businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Mount Vernon and Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Mount Vernon is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature

Joseph D Bower

Name or description of business, address

ATTORNEY  
401 S. 2ND  
MT. VERNON, WA 98273

## An Open Letter to Elected Officials, Agencies, and the Media

January, 2012

We the undersigned business people in Skagit County are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest thermal coal export facilities in North America, to export 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through Skagit County. The plans further require significantly increased large marine vessel traffic through the Puget Sound, including more than 450 "Cape-size" ships annually.

Skagit County has a beautiful natural environment that draws a million-plus visitors to the region each year because of the Skagit River, prime farmlands, the Cascade Mountains, national and state parks and forests, historic places, the Puget Sound, and marine access to the San Juan Islands. The county's economy is founded on activities dependent on the county's unique natural environment and on the efficient transportation of people and materials including: tourism, agriculture, manufacturing, construction, real estate sales, fishing, marine trades, forestry, health care, and education.

The unique characteristics and economy of Skagit County make it essential that federal, local, and state officials conduct a detailed review of significant transportation, economic, cultural, health, safety, aesthetic, and quality of life impacts from adding up to 28.8 miles of coal trains daily through the county, including:

- traffic delays at each "at-grade" rail crossing, preventing access to local businesses and cultural events, and requiring substantial new federal, state, and local taxes to mitigate these impacts;
- loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries;
- loss of tourism and customers and damage to Skagit County's quality of life reputation due to blocked access to and from I-5 and other thoroughfares;
- degraded commuter transportation to work sites and schools;
- impaired emergency response to county residents and businesses;
- health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;
- lowering of commercial and residential property values and resultant loss of tax revenues;
- loss of new businesses, new commercial and residential development, and associated construction jobs;

- loss of substantial federal and state investments in passenger rail service;
- safety hazards and transportation delays to smaller fishing, commuter, recreational, and tour boats from increased large vessel traffic; and
- water quality impacts on the Skagit River and Puget Sound from rail-associated coal spillage and oil or coal spillage from marine accidents due to increased large vessel traffic.

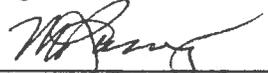
We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state, local, and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Skagit County businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Skagit County is by no means the only county along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, in all counties on the rail route from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

**Signature and Printed Name**

**Name or description of business, address**

  
 MIKE RUST

Mary Louise Rust.  
 MARY LOUISE RUST.

\_\_\_\_\_

\_\_\_\_\_

SNOW GOOSE PRODUCE

15170 FIR ISLAND ROAD  
MOUNT VERNON, WA. 98273

\_\_\_\_\_

\_\_\_\_\_

- loss of substantial federal and state investments in passenger rail service;
- safety hazards and transportation delays to smaller fishing, commuter, recreational, and tour boats from increased large vessel traffic; and
- water quality impacts on the Skagit River and Puget Sound from rail-associated coal spillage and oil or coal spillage from marine accidents due to increased large vessel traffic.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by federal, state, and local agencies. We urge that the EIS process include a rigorous and detailed analysis of all direct, indirect, and cumulative impacts to Skagit County. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs in counties along the train route, so the potential loss of jobs and revenues in Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Skagit County is by no means the only county along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of federal, state, and local agency federal review that includes economic, health, and environmental factors in all counties on the rail route from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

**Signature and Printed Name**

**Name or description of business & address**

*Kathy Jaeger*  
 \_\_\_\_\_  
*Kathy Jaeger*  
 \_\_\_\_\_

*Alpaca Adventures LLC*  
 \_\_\_\_\_  
*16965 Blodgett Rd Mount Vernon*  
*WA, 98274*  
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## An Open Letter to Elected Officials, Agencies, and the Media

September 15, 2011

We the undersigned business people in the Burlington area are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest coal export facilities in North America, to export 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through downtown Burlington and Skagit County, threatening significantly adverse impacts to our community.

Burlington is a unique growing city with a lovely natural environment and unique rural economy. Burlington and Skagit County are attractive to the million-plus visitors to the region each year because of the Skagit River and convenient access to prime farmlands, the Cascade Mountains, national and state parks and forests, historic places in Skagit County listed in the National Register, and the San Juan Islands in the Puget Sound.

Burlington has a well-maintained downtown adjacent to the rail line with new businesses being added on a regular basis. The unique characteristics of Burlington make it essential that federal and state officials conduct a detailed review of significant economic, cultural, health, safety, aesthetic, and quality of life impacts from adding up to 28.8 miles of coal trains daily through Burlington, including:

- ▲ traffic delays at each Burlington "at-grade" rail crossing, preventing access to local businesses and cultural events;
- ▲ loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries;
- ▲ loss of tourism and customers due to blocked access to and from I-5 and other thoroughfares, including loss of revenue to area businesses and damage to Burlington's quality of life reputation;
- ▲ degraded commuter transportation to work sites and schools;
- ▲ impaired emergency response to residents and businesses, and blocked emergency access to medical care from downtown Burlington and elsewhere;
- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

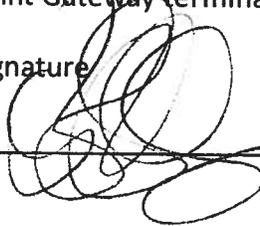
- ▲ lowering of commercial and residential property values and resultant loss of tax revenues;
- ▲ loss of new businesses and new commercial and residential development and associated construction jobs; and
- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Burlington and Skagit County businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Burlington and Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

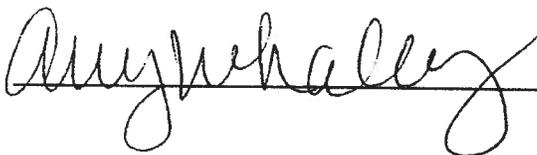
We recognize that Burlington is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature

  
(Brad Whaley)

Name or description of business, address

Cafe Burlington  
331 E. Fairhaven Ave



Burlington, WA 98233

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

Signature (and print name)

Name or description of business, address

 Ann Acton

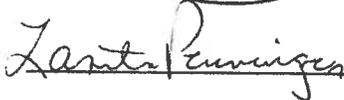
501 E FAIRHAVEN, BURLINGTON  
BATTLEDEN (GAMES & Hobbies)

 MIKE GUBRUD

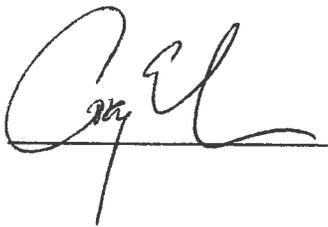
400 E FAIRHAVEN AVE  
98233  
BURLINGTON - INSURANCE AGENCY

 Michael Jones

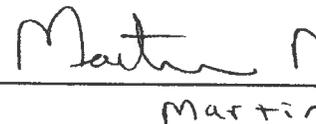
336A E. Fairhaven Ave  
Burlington WA 98233

 Laneta Penninger

Spruced up Thrift Shop 328 E Fairhaven  
Burlington WA 98233  
Ave

 CORY EKREM

EKREM HARDWARE Do-it-center  
237 E. Fairhaven Ave. Burlington, WA. 98233

 Martin McNett  
Martin McNett

MARTY'S PAINTS  
337 E Fairhaven Ave Burlington WA  
360 755 9834 98233

 Steve Stafford

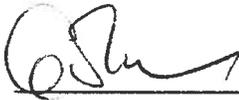
Glow Cleaners  
408 E. Fairhaven Ave. Burl. WA. 98233

**An Open Letter to Elected Officials, Agencies, and the Media**

**September 15, 2011**

Signature (and print name)

Name or description of business, address

 GARY TAYLOR

Tazalenes  
GIFT SHOP  
521 E FAIRHAVEN AVE

Juan V. Raygoza P.

LOS ARLOS MEXICAN RESTAURANT  
633 E. Fairhaven Burlington W.A. 98233.

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## An Open Letter to Elected Officials and Government Agencies

February, 2012

We the undersigned business people in the town of La Conner, WA area are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest coal export facilities in North America with a capability of exporting up to 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through the entire north/south axis of Skagit County including the heart of both downtown Burlington and Mount Vernon , threatening significantly adverse impacts on those communities as well as our own which is interdependent with both of them.

Burlington, Mount Vernon and La Conner are all unique growing communities surrounded by lovely natural environment and unique rural economy. The Skagit Valley attracts a million-plus-visitors to the region each year because of the Skagit River and convenient access to prime farmlands, the Cascade Mountains, national and state parks and forests, historic places in Skagit County listed in the National Register. Our own community of La Conner is considered a destination and vacation site. There is every reason to believe the proposed increase in rail traffic will adversely affect our primary automobile access from Interstate Route 5 negatively impacting our lodging and other local businesses which depend entirely on tourist traffic.

La Conner has a well-maintained historic downtown with a Main Street unique boutique and antique shops, and fine dining. The unique characteristics of La Conner as well as those of Burlington and Mount Vernon make it essential that federal and state officials conduct a detailed review of significant economic, cultural, health, safety, aesthetic, and quality of life impacts from adding up to 28.8 miles of coal trains daily through western Skagit County daily (seven days a week) , including:

- ▲ traffic delays at Conway, Bow, Burlington and each Mount Vernon "at-grade" rail crossing, preventing access to local businesses and cultural events held throughout the year in these communities;
- ▲ loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries;
- ▲ loss of tourism and customers due to blocked access to and from I-5 and other thoroughfares, including loss of revenue to area businesses and damage to Skagit Valley's prized quality of life reputation;
- ▲ degraded commuter transportation to work sites and schools;

**An Open Letter to Elected Officials and Government Agencies**

**February, 2012**

- ▲ impaired emergency response to residents and businesses, and blocked emergency access to medical care from downtown Mount Vernon and elsewhere;
- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;
- ▲ loss of considerable business revenues by restricting tourist access to La Conner;
- ▲ loss of new businesses and new commercial and residential development and associated construction jobs; and
- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to La Conner, Burlington, Mount Vernon and Skagit Valley businesses. While the applicant's public relations campaign promises to add jobs at the terminal in Whatcom County, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that La Conner is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature and Printed Name

Kathie Hubbard  
KATHIE HUBBARD

Name or description of business, address

Town Council member Pos #2  
(La Conner)

An Open Letter to Elected Officials and Government Agencies

February, 2012

Signature and Printed Name

Name or description of business, address

Kelly Wynn  
[Signature]

Water + Wastewater Services LLC

PAT DORAN  
[Signature]

LIVE WIRES! JEWELRY  
Artist

[Signature]  
John Doyle

ADMINISTRATOR, HOUNSER

[Signature]  
Michael Witt

Trop J. Allen McVernon  
Artist

Keith Blevens, Ph.D.  
Keith Blevens, Ph.D.

Pransky & Associates  
Psychologist

[Signature]  
Ramon Hayes - Mayor - La Conner

[Signature]  
Jay R. Bowen

J's Gallery  
La Conner

## **An Open Letter to Elected Officials, Agencies, and the Media**

**October, 2011**

We the undersigned business people in the town of La Conner, WA area are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest coal export facilities in North America with a capability of exporting up to 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through the entire north/south axis of Skagit County including the heart of both downtown Burlington and Mount Vernon , threatening significantly adverse impacts on those communities as well as our own which is interdependent with both of them.

Burlington, Mount Vernon and La Conner are all unique growing communities surrounded by lovely natural environment and unique rural economy. The Skagit Valley attracts a million-plus-visitors to the region each year because of the Skagit River and convenient access to prime farmlands, the Cascade Mountains, national and state parks and forests, historic places in Skagit County listed in the National Register. Our own community of La Conner is considered a destination and vacation site. There is every reason to believe the proposed increase in rail traffic will adversely affect our primary automobile access from Interstate Route 5 negatively impacting our lodging and other local businesses which depend entirely on tourist traffic.

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- ▲ traffic delays at Conway, Bow, Burlington and each Mount Vernon "at-grade" rail crossing, preventing access to local businesses and cultural events held throughout the year in these communities;
- ▲ loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries;
- ▲ loss of tourism and customers due to blocked access to and from I-5 and other thoroughfares, including loss of revenue to area businesses and damage to Skagit Valley's prized quality of life reputation;

## An Open Letter to Elected Officials, Agencies, and the Media

October, 2011

- ▲ degraded commuter transportation to work sites and schools;
- ▲ impaired emergency response to residents and businesses, and blocked emergency access to medical care from downtown Mount Vernon and elsewhere;
- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, and noise;
- ▲ loss of considerable business revenues by restricting tourist access to La Conner;
- ▲ loss of new businesses and new commercial and residential development and associated construction jobs; and
- ▲ loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to La Conner, Burlington, Mount Vernon and Skagit Valley businesses. While the applicant's public relations campaign promises to add jobs at the terminal in Whatcom County, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that La Conner is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature

Brenda Schmidt

Name or description of business, address

Calico Cupboard Cafe  
720 S. 1<sup>st</sup> Street. LaConner

# **An Open Letter to Elected Officials, Agencies, and the Media**

**December, 2011**

We the undersigned business people in the communities of Bow, Edison, Blanchard, and Allen are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest coal export facilities in North America. It would be capable of exporting up to 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through the entire north/south axis of Skagit County including the hearts of both downtown Burlington and Mount Vernon, as well as Blanchard and Bow. Because our own communities are interdependent with both Mount Vernon and Burlington, adverse impacts on those communities threaten us as well.

Bow, Edison, Blanchard, and Allen are unique historic and growing communities surrounded by lovely natural environment and unique rural economy. These communities overlook beautiful Samish Bay and afford views of Mt. Baker. The Skagit Valley attracts a million-plus-visitors to the region each year because of the Skagit River and convenient access to prime farmlands, the Cascade Mountains, national and state parks and forests, and historic places in Skagit County. There is every reason to believe the proposed increase in rail traffic required by the Terminal at Cherry Point will negatively impact our local businesses by impeding tourist traffic from Interstate 5.

Collectively, our communities provide boutique, antique, and agricultural retail shops; art galleries; fine dining; and other services. The unique characteristics of our communities make it essential that federal and state officials conduct a detailed review of significant economic, cultural, health, safety, aesthetic, environmental, and quality of life impacts from adding up to 28.8 miles of coal trains through western Skagit County daily (seven days a week) , including:

- traffic delays at Conway, Blanchard, Bow, Burlington, and each Mount Vernon "at-grade" rail crossing, preventing access to local businesses and cultural events;
- loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries;
- loss of tourism due to blocked access to and from I-5 and other thoroughfares;
- degraded commuter transportation to work sites and schools;
- impaired response to medical, fire, and police emergencies throughout the county affecting residents and businesses;

# An Open Letter to Elected Officials, Agencies, and the Media

December, 2011

- impacts on health, quality of life, and agricultural resources from diesel locomotive exhaust (including idling trains at sidings), fugitive coal particles and dust, and noise;
- water quality impacts from fugitive coal particles and dust on area streams, rivers, and Samish Bay, affecting area fisheries;
- loss of new businesses and new commercial and residential development and associated construction jobs; and
- loss of substantial federal and state investments in passenger rail service.

We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that a fair and impartial EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Bow, Edison, Blanchard, Allen, Burlington, Mount Vernon and Skagit Valley businesses. While the applicant's public relations campaign promises to add jobs at the terminal in Whatcom County, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Skagit County deserves the utmost consideration.

The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that our communities are by no means the only ones along the route to this proposed coal terminal that treasure our quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature (and printed name)

Name or description of business, address

1) Roger Wechsler Roger Wechsler Samish Bay Cheese  
15115 Bow Hill Rd, Bow  
98232

An Open Letter to Elected Officials, Agencies, and the Media

December, 2011

Signature (and printed name)

Name or description of business, address

2) Kari M. Vonnegut / Kari M. Vonnegut Midway House Antiques 9091 Chuckanut Dr  
BOW, WA 98232  
Ken C. Vonnegut / KEN C. Vonnegut Midway House Antiques 9091 CHUCKANUT Dr  
3000, WA 98232

3) Carol Shank Carol Shank 5501 Chuckanut Dr  
Rhododendron Cafe BOW, WA 98232  
Don Shank DON SHANK Rhododendron Cafe " "

4) STEFANIE CONKLIN CHUCKANUT HAIR 9091 CHUCKANUT Dr  
Step Conklin #B BOW, WA  
98232

5) Charles Atkinson Charles Atkinson Tweets Cafe 5800 Cains Ct. BOW 98232

6) JAMES REISER JAMES REISER THE LUCKY DUMPSTER 14011 MACTAGGART  
BOW, WA 98232

7) Scott A. Mangold SCOTT A. MANGOLD 5766 CAINS CT.  
BREADFARM BOW, WA 98232

8) Tom Skinner TOM SKINNER BRICK GALLERY 5787 CAINS CT.  
WA 98232

9) David F. Blakesley David F. Blakesley Shop Curator Edison / WA 98232  
14010 Mactaggart  
10) Rhonda Gothberg Gothberg Farms (goat cheese)  
15203 Sunset Rd BOW WA 98232

11) Carol Shank Carol Shank Rhody Too Gallery + Gifts  
Don Shank DON SHANK " "

**An Open Letter to Elected Officials, Agencies, and the Media**

**December, 2011**

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We recognize that our communities are by no means the only ones along the route to this proposed coal terminal that treasure our quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature (and printed name)

Pat A. Woolcock  
PAT A. WOOLCOCK

Name or description of business, address

CHUCKMUT MINOR  
SCAFORD & GRILL  
3056 CHUCKMUT DR.  
BOW, WA 98232

2

BEBA-4

# An Open Letter to Elected Officials, Agencies, and the Media

December, 2011

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Signature (and printed name)

Thomas Palmer  
Thomas Palmer

Name or description of business, address

Oyster Creek Inn  
2190 Cheakamus St  
Bow, WA  
2  
Restaurant

BEBA-5

## An Open Letter to Elected Officials, Agencies, and the Media

December, 2011

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Signature (and printed name)

*C August*  
CHERYL AUGUST

Name or description of business, address

Chuckanut Cabins - Guest Lodging  
2360 Oyster Creek Lane  
Bow, WA 98232

# An Open Letter to Elected Officials, Agencies, and the Media

December, 2011

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Signature (and printed name)

Name or description of business, address

①	<u>Rose Merritt (Rose Merritt)</u>	<u>Rosabella's Garden Bakery</u>
②	<u>Alan Merritt Alan Merritt</u>	<u>Merritt Apples, Inc.</u>

# An Open Letter to Elected Officials, Agencies, and the Media

December, 2011

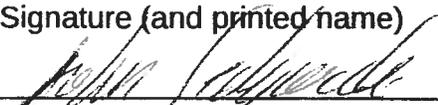
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Signature (and printed name)

  
\_\_\_\_\_  
John Sedgewick

Name or description of business, address

Vantage 21st PO BOX  
801 Sedro Woolley, WA  
98284

# An Open Letter to Elected Officials, Agencies, and the Media

December, 2011

- impacts on health, quality of life, and agricultural resources from diesel locomotive exhaust (including idling trains at sidings), fugitive coal particles and dust, and noise;
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Signature (and printed name)	Name or description of business, address
1) <u>Dana Rust</u> Dana Rust	Edison Eye 5800 Cairns Ct. Edison WA 98232 (art gallery)
2) <u>Toni Ann Rust</u> Toni Ann Rust	Edison Flutter Inn 5782 Cairns Ct. Edison WA 98232 (vacation rental)

## An Open Letter to Elected Officials, Agencies, and the Media

October, 2011

We the undersigned business people in the Anacortes area are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest coal export facilities in North America, to export 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through downtown Burlington and Mount Vernon as well as much more of Skagit County, threatening significantly adverse impacts on those communities as well as our own which is interdependent with both of them.

Burlington, Mount Vernon and Anacortes are unique growing cities surrounded by with a lovely natural environment and unique rural economy. The Skagit Valley attracts a million-plus visitors to the region each year because of the Skagit River and convenient access to prime farmlands, the Cascade Mountains, national and state parks and forests, historic places in Skagit County listed in the National Register. Our own community of Anacortes is considered the gateway to the San Juan Islands and there is every reason to believe the increase in rail traffic will adversely affect tourist access to our ferry terminal and other local businesses which depend on tourist traffic.

Anacortes has a well-maintained historic downtown with a Main Street unique boutique and antique shops, and fine dining. The unique characteristics of Anacortes as well as those of Burlington and Mount Vernon make it essential that federal and state officials conduct a detailed review of significant economic, cultural, health, safety, aesthetic, and quality of life impacts from adding up to 28.8 miles of coal trains daily through western Skagit County daily (seven days a week) , including:

- ⤴ traffic delays at Conway, Bow, Burlington and each Mount Vernon "at-grade" rail crossing, preventing access to local businesses and cultural events held throughout the year in these communities;
- ⤴ loss of revenues and jobs for existing businesses cut off from their customers, service routes, and deliveries;
- ⤴ loss of tourism and customers due to blocked access to and from I-5 and other thoroughfares, including loss of revenue to area businesses and damage to Skagit Valley's prized quality of life reputation;
- ⤴ degraded commuter transportation to work sites and schools;

## An Open Letter to Elected Officials, Agencies, and the Media

October, 2011

- ^ impaired emergency response to residents and businesses, and blocked emergency access to medical care from downtown Mount Vernon and elsewhere;
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We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Anacortes, Burlington, Mount Vernon and Skagit Valley businesses. While the applicant's public relations campaign promises to add hundreds of jobs at the terminal in Whatcom County, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Skagit County deserves the utmost consideration.

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We recognize that Anacortes is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. Only then can the true societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature

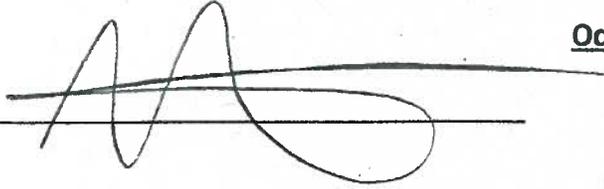
Michael F. Cook

Name or description of business, address

ARM Group, Mt. Dev.  
4117 Kingsway, ANACORTES, WA  
98229

**An Open Letter to Elected Officials, Agencies, and the Media**

October, 2011



Signature

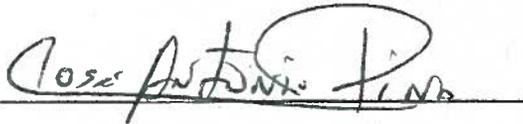
Maria Papritz

THE BUSINESS

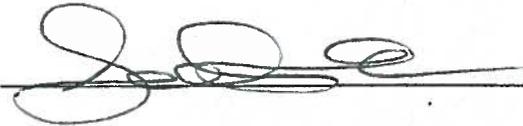
RECORD STORE

Name or description of business, address

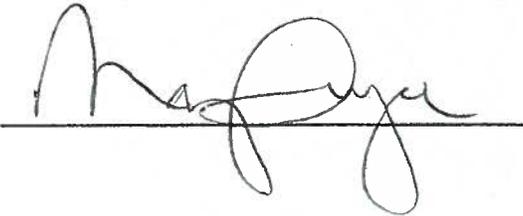
Earth Bound Used Books



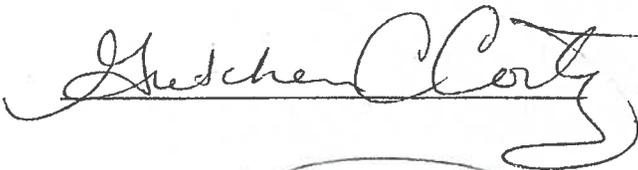
Frida's Gourmet Mexican Restaurant



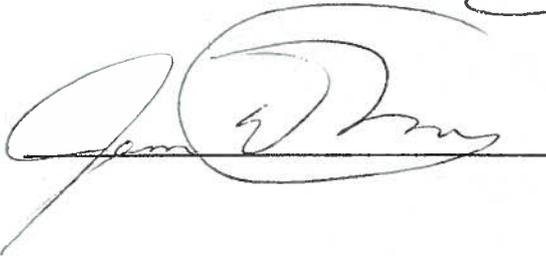
Jonny Picasso's LLC



Margaret Duryee  
Red Snapper Gift Store



El Tinete Mexican Restaurant  
509 Commercial Ave.  
Azucenas WA



The Jury Day  
408 Commercial Ave  
Azucenas WA 98021

An Open Letter to Elected Officials, Agencies, and the Media

October, 2011

Donna J. Kern

Vidalgo Island Fiberglass

Signature

Name or description of business, address

Marsha Pullen

Happy Valley Farms  
1440 Happy Valley Rd.  
Anacortes

Bill Bowman

Bowman Bay Const  
general contracting

CPM

Bikespot  
210 Commercial Ave, Anacortes

Kim Brazeech

Clean + Clip  
1006 7<sup>th</sup> St. Anacortes

[Signature]

Lotus Natural Health  
1005 7<sup>th</sup> St

C. Stephen Fink

CSF SERVICES, LLC  
1010-A 6<sup>th</sup> St. ANACORTES

**An Open Letter to Elected Officials, Agencies, and the Media**

**October, 2011**

Brenda Weikel

BAYSIDE SWEETS & TREATS

615 COMMERCIAL AVE 98221

## An Open Letter to Elected Officials, Agencies, and the Media

October, 2011

We the undersigned business people in the town of Conway, WA area are deeply concerned by SSA Marine's plans to transform the Cherry Point terminal in northwest Washington into one of the largest coal export facilities in North America, to export 54 million tons of coal from Wyoming/Montana to Asia per year. The plans require up to 18 additional trains daily, each up to 1.6 miles long, hauling uncovered coal cars through downtown Conway, Burlington and Mount Vernon as well as much more of Skagit County, threatening significantly adverse impacts on those communities as well as our own which is interdependent with both of them.

Conway, Burlington, Mount Vernon, and La Conner and are unique growing communities surrounded by lovely natural environment and unique rural economy. The Skagit Valley attracts a million-plus visitors to the region each year because of the Skagit River and convenient access to prime farmlands, the Cascade Mountains, national and state parks and forests, historic places in Skagit County listed in the National Register. Our own community of Conway is considered a destination site for its proximity to the Skagit River only three blocks from the train tracks, and the nearby county park with its boat ramp, as well as for live music and dancing, live theatre, antiques, clothing, tropical fish, hair salon, blacksmith, offices, contractors, grain depot, and our famous tavern, and there is every reason to believe the increase in rail traffic will adversely affect tourist access to our local businesses which depend on tourist traffic.

wine shop  
gas station  
/mini mart

Conway has an historic downtown of business buildings and beautiful century-old homes built by Norwegian fishermen, all within 3 blocks of the train tracks. It is being revitalized with a remodeled post office, a boutique, antique shops, a tavern with famous oysters and live music, as well as with a restaurant offering live music, dancing and theatre. The unique characteristics of Conway, contained as they are in a small residential village, as well as those of La Conner, Burlington and Mount Vernon, make it essential that federal and state officials conduct a detailed review of significant economic, cultural, health, safety, aesthetic, and quality of life impacts from adding up to 28.8 miles of coal trains daily through western Skagit County daily (seven days a week), including:

- ▲ traffic delays at Conway, Bow, Burlington and each Mount Vernon "at-grade" rail crossing, preventing access to local businesses and cultural events held throughout the year in these communities;
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5-0

C-1

## An Open Letter to Elected Officials, Agencies, and the Media

October, 2011

- ▲ loss of tourism and customers due to blocked access to and from I-5 and other thoroughfares, including loss of revenue to area businesses and damage to Skagit Valley's prized quality of life reputation;
- ▲ degraded commuter transportation to work sites and schools;
- ▲ impaired emergency response to residents and businesses, and blocked emergency access to medical care from downtown Mount Vernon and elsewhere;
- ▲ health and quality of life impacts from diesel exhaust, fugitive coal dust, whistle and train noises; *loss of sleep like mini-earthquake*
- ▲ property damage in the form of foundation and structural cracks due to the frequent <sup>prolonged</sup> violent shaking from the rapid train traffic so close to our homes and businesses;
- ▲ lowering of commercial and residential property values and resultant loss of tax revenues;
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## An Open Letter to Elected Officials, Agencies, and the Media

October, 2011

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We understand that review of the Cherry Point Gateway terminal proposal will likely include preparation of an environmental impact statement (EIS) by state and federal agencies. We urge that → the EIS process include a rigorous and detailed analysis that accurately evaluates all direct, indirect, and cumulative adverse impacts to Conway, La Conner, Burlington, Mount Vernon and Skagit Valley businesses. While the applicant's public relations campaign promises to add jobs at the terminal in Whatcom County, it is silent about the net loss of jobs along the train route, so the potential loss of jobs and revenues in Skagit County deserves the utmost consideration.

→ The EIS review process should also include rigorous alternative site analyses of all available deep port sites in Washington, with an evaluation of direct, indirect, and cumulative impacts, including other proposals associated with rail lines. The alternatives analysis should compare the adverse effects of each site based upon detailed study of the kind of impacts we have identified in this letter.

We recognize that Conway is by no means the only city along the route to this proposed coal terminal that treasures its quality of life, so we earnestly request a full and complete scope of state and federal



**An Open Letter to Elected Officials, Agencies, and the Media**

**October, 2011**

**Name**

**Name or description of business, address**

Dina

Vintage Bliss  
18628 Main St.  
Conway

Corey McElroy

Conway Tropical Firm  
18612 Main St  
Conway

Jane Kautz

Aspek Cellars - employee  
18729 Fir Island Rd

Keivi Hutchens

Reality Women's Clothing  
18600 Main St  
Conway WA 98238

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October, 2011

→ review that includes economic, health, and environmental factors, along the entire rail corridor from Spokane to Cherry Point. And since the coal would be sent to China in ships burning inefficient engine fuel to be burnt in coal-fired plants using 19<sup>th</sup> century technology, the air breathed by the entire world will be adversely affected by the use of this terminal.

Only by considering all these factors can the true global societal costs of the proposed Cherry Point Gateway terminal be assessed.

Signature	Name or description of business, address
	Revue Grover 1921 1 <sup>st</sup> RD Mt Vernon WA 98273
	Conway Muse 1841 <sup>1/2</sup> Spruce St Conway WA 98238
	Curious Goods 18573 Main St. Conway, WA 98238
	Visionaries Plus Hair Studio 18573 Main St Suite 101 Conway WA 98273
ED Snyder	EDWARD AND WOODWORKS 18601 MAIN ST. (2125 Gump Rd Mt Vernon WA 98273)

There are 12 family homes<sup>3</sup> and 16 businesses, plus  
the post office in downtown Conway.  
JM

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October, 2011

Name	Name or description of business, address
<u>D Fin</u>	<u>Vintage Bliss</u> <u>18628 Main St.</u> <u>Conway</u>
<u>Loy McElroy</u>	<u>Conway Tropical Firm</u> <u>18612 Main St</u> <u>Conway</u>
<u>Jane Kautz</u>	<u>Aspek Cellars - employees</u> <u>18729 Hick Island Rd</u>
<u>Keeli Hutchens</u>	<u>Reality Women's Clothing</u> <u>18600 Main St</u> <u>Conway WA 98238</u>
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