Combined NEPA/SEPA

Environmental Impact Statement
Proposed Gateway Pacific Terminal/Custer Spur

(page 1)

Comment form

Please submit your comments on the Gateway Pacific Terminal/Custer Spur Environmental Impact Statement by January 21, 2013 to be included in the scoping summary report. Comments can also be submitted online at *www.eisgatewaypacificwa.gov*.

What part of the proposal does your comment relate to?

- ☐ Vessel
- ☒ Rail
- ☐ Industrial site
- ☒ Multiple/not listed

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

Human environment

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

Natural environment

- ☐ Wildlife or vegetation
- ☐ Marine species, fish or fisheries
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- ☐ Water quality
- ☐ Other natural environment topic

EIS Process

- ☐ Alternatives
- ☐ Areas of potential effect
- ☐ EIS regulatory process
- ☐ Other EIS process topic

page 1

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

I am concerned that passenger rail service is being overlooked! Passenger trains are sidelined now to allow freight priority. How bad will passenger service get???

We are lucky, fortunate to have 4 ski areas within an hour of the Seattle-Everett area. Yet skiers must drive! Wouldn't it be smart if skiers could take the train?

It's hard to fly direct to Seattle from Spokane now. This is an opportunity to enhance transportation

(see next page)

First name: SUSAN

Last name: MARTIN

Email: RANDS.EGBERT@GMAIL.COM

Address: PO BOX 268

City, State, Zip: LIBERTY LAKE WA

Phone: 509-255-9383

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

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

US Army Corps of Engineers

Department of Ecology

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1100 112th Avenue NE, Suite 400
Bellevue, WA 98004

in the inland ~~empire~~ empire!

If coal trains are allowed (cheapest freight movement possible), Passenger train should be given priority. Passenger trains should be given priority over all freight trains.

We need more overpasses for the safety of our communities — large & small.

People have been killed crossing their tracks in Seattle to get to baseball & football games!

Let's start using our rail system to its potential. People & freight!

This is an opportunity to improve rail transportation in the Inland Northwest.

People, freight & even coal.

Add to our rail system
Add jobs, help small towns.

Take the tour & see Washington State. Tacoma or Seattle to Yakima, Wenatchee, Leavenworth (the Dept in their own step with heated sidewalks) Spokane Pullman

Let's better our way to improve our state's transportation needs!

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- ❑ Areas of potential effect
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- ❑ Other EIS process topic

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

_____

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_____

_____

_____

First name: Barbara E.

Last name: Smith

Email:

Address: N 6121 Elgin

City, State, Zip: Spokane WA 99205

Phone: 509 325 0089

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

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- ☐ Alternatives + cumulative impacts
- ☐ Areas of potential effect
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Need health risk assessment -

China port stewards - deterioration of ocean due to acid + global warming

*Export concerns -

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

*Reject COAL TRANSPORT in Sandpoint + Spokane

Julie Dalsaso
743 Fairmont Dr
Coeur d'Alene, ID 83814

Registered Nurse in Spokane
Resident in panhandle of North IDAho.

see attached

First name: _____

Last name: _____

Email: _____

Address: _____

City, State, Zip: _____

Phone: _____

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

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Julie Dalsaso
743 S Fairmont Loop
Coeur D Alene, ID 83814-8942

Dec 4, 2012

Public Hearing on Coal transport thru Sandpoint and Spokane: My name is Julie Dalsaso, employed in Spokane as a Registered Nurse and I live in North Idaho. I have many concerns about why the long screeching brakes need to put down on this coal export proposal.

1st: Global warming and concerns about exporting to China

Eventually it will be unclear how we will reclaim the health of our communities, if China depends on more U.S. Coal. We must be forward thinking and 'begin with the end' in mind: Today 18 trains roll thru, how many trains in two years or twenty, will we comprehend that we can't go back? Decision makers need to consider alternatives, better customers perhaps... China has a hungering 1/5th of the worlds' population and sits on their own vast reserves of Coal. China has a poor environmental record that goes hand in hand with human rights atrocities. For that matter, Burlington Northern has a poor environmental record, including oil spills over the Rathdrum-Spokane aquifer, our drinking water source. The true costs of this project must include accumulated impacts, clean-up costs, even when the wind storm blows coal particulates, whatever the unintended 'externality' may be.

2nd: Human health / clean air and water sources- beyond the Spokane River, Salish Sea, and oceans

My life work, to help improve quality of life and sustain community values; today, advocating to reduce diseases caused by small (<2.5 microns) particulates from added diesel trains of coal. Complex particulates with benzene, formaldehyde, and toxic arsenic become such fine carbon particles; they become lodged in the lung, bladder, and soft tissues. The incidences of lung and bladder cancer, along with long term smog, challenge natural immunity and air quality to effectively fight back for health. A specific health risk assessment needs to be undertaken, using data from emission assessments relevant to Spokane. Effects of acid rain and the hidden CO2 absorption in surface water needs further evaluation, as an impact to fisheries. ~ From Spokane Regional Clean Air Coalition; "Diesel exhaust is a complex mixture of gas and fine particulates that include more than 40 cancer causing substances."

If anyone in this room appreciates their job and their health, then insist we total up chronic impacts to our health and economy from predictors, before supporting the proposal ...' increased hospitalizations from respiratory and cardiovascular causes, asthma and other lower respiratory symptoms, bronchitis, work loss days, and restricted activity days'(ARB, 2006e-noted in Spok.Regional Clean Air Coalition study 9/11).

In conclusion, it's not too late to have comprehensive project evaluation and consider what kind of record both China and BN have on health and the environment. (See yesterdays' headline in Spokane Review), World Emitted 3% more CO2 last year~ "The overwhelming majority of the increase was from China, the world's biggest carbon dioxide polluter." While the U.S. congratulates itself on decreasing our emissions, plans to supply the worst offender! When we create the shipping infrastructure and largest coal port in North America @ GPT ; all communities feel the net loss and breathe the consequences. Reject the proposal! Thank - you,
Julie Dalsaso

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Please See ATTAchmenTs. I will email These TO: ~~eisgatew~~ comments@eisgatewaypacificwa.gov in Support of The GATEWAY PACIFIC TERMINAL projecTs.

First name: Alfred

Last name: Butler

Email: abmibutler@comcast.net

Address: 6407 N Malvern Rd

City, State, Zip: Otis Orchards WA 99027-9722

Phone: 509-714-4501

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

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Points to consider

- Selling coal to China will help our negative balance of trade position with China
- Low sulpher coal will reduce emissions from Chinese power plants.
- China is going to buy coal and they might as well buy it from us. If we don't sell it to them they will buy higher polluting coal elsewhere.
- Economic benefits here in Spokane through job creation

Spokane area details

Coal train routings from Powder River Basin to Pacific coast ports:
The BNSF rail line through Spokane is a major, but not an exclusive, route between the above points. The Union Pacific railroad also serves the Powder River Basin and Pacific coast ports. Their line passes through Southern Idaho, eastern and northern Oregon to Portland. UP lines through Spokane will not be handling coal trains.

Contracts for the hauling of coal are put out for competitive bidding. BNSF and UP actively compete with each other for this business. While it is possible that either BNSF or UP could end up hauling all of the coal to Pacific coast ports, the more likely result is that both railroads will be handling some of this coal traffic.

Grade crossings
Spokane is very fortunate in that our forefathers elevated the rail line through downtown Spokane in 1915 on a wide viaduct. As a result, trains pass effortlessly and almost unnoticed through downtown Spokane. The closest at grade crossing east of Spokane proper is Park Road in the valley. The next grade crossing to the west, on the route likely to be used by coal trains, is Anderson road, about a mile west of Cheney.

The viaduct is wide enough, and train speeds through downtown Spokane are slow enough that any derailment that might occur will be contained on the viaduct. Since 1915 there has never been a train derailment on this viaduct that affected downtown Spokane.

Spokane Valley is a different story. There are at grade crossings at Park, Vista, University, Pines, Flora, Harvard, and McKenzie roads – 7 total. High traffic volume crossings such as Argonne Rd and Sullivan Rd are already grade separated. West of Park Rd, bridges cross the BNSF at Fancher, Havana, and Freya streets.

"Bridging the Valley" is a long term project to grade separate some crossings and close others. Unfortunately (In my opinion) their first project was to bridge Havana St instead of Pines Rd. Havana St was closed for over 2 years during construction of the bridge and nobody missed it! The bridge is beautiful but would have been more appropriate at Pines Rd. For details, check their web site at: http://www.srtc.org/btv.html

Emissions from diesel locomotives
Great strides have been made in recent years in reducing the emissions from diesel locomotives. All coal trains will be powered by newer locomotives which meet these current higher emissions standards.

The majority of locomotives are constructed by General Electric Transportation Systems in Erie PA. Here is an excerpt from their web site at

http://www.getransportation.com/rail/rail-products/locomotives/evolutionr-series-locomotive.html

The Evolution locomotive is the most technologically advanced, diesel-electric, heavy-haul locomotive in the world today. Its 12-cylinder engine produces the same horsepower as its 16-cylinder predecessor—and it does so using less fuel and producing fewer emissions than prior models. This new generation of locomotive proves it is possible to reduce locomotive life cycle costs while

meeting U.S. EPA Tier 2 emissions requirements. Today, more than 3,700 Evolution Series Locomotives are operating in 10 countries.

BNSF already has several hundred of these "Evolution Series" locomotives in service and many operate through Spokane daily.

Job opportunities

Spokane's Yardley yard and BNSF's Hauser yard near Rathdrum ID are already a major operating points for BNSF. Engineer and Conductor job opportunities will increase with this new business. These are good paying union jobs, averaging $50,000 to $80,000 per year.

Document author: Alfred B Butler

Coal dust details

Source: Coal Dust Frequently Asked Questions

http://www.bnsf.com/customers/what-can-i-ship/coal/coal-dust.html

Excerpts from this statement.

Since 2005, BNSF has been at the forefront of extensive research regarding the impacts of coal dust escaping from loaded coal cars as they depart from the Powder River Basin (PRB). From these studies, BNSF has determined that coal dust poses a serious threat to the stability of the track structure and thus to the operational integrity of our lines in the Powder River Basin. The Surface Transportation Board (STB) has confirmed that coal dust is a harmful contaminant of rail ballast.

Coal dust suppression measures have been used extensively in areas outside the PRB. The most common measure has been the application of a dust suppression topper agent (e.g., surfactant) to the coal shipment at the time of loading. Topper Agents have been used with positive results for several years.

Topper agents can be sprayed over the loaded coal to keep the coal in place during transit. Other coal dust reduction technologies are being explored and developed. For example, tests are currently being carried out on a compaction technique that could be applied during the coal loading process. Topper agents and other available measures must be applied by the shipper or its mine agent at the mine origin.

Since 2005, BNSF has been conducting studies in the PRB of coal dust and various measures available to reduce the release of coal dust from loaded cars. These studies have confirmed that the proper application of certain topper agents, along with the use of a modified loading chute, can reduce coal dust levels by at least 85 percent. Also, during a seven month period in 2010, BNSF undertook a large-scale field trial ("Super Trial") of coal dust mitigation measures so that shippers could obtain more information on the effectiveness of various mitigation measures. The trial involved participation by vendors as well as several mines and coal shippers. Different topper agents were tested in the laboratory and in the field on operating coal trains to determine the effectiveness of different products and services in reducing coal dust releases. The Super Trial confirmed that the application of certain topper agents, when used in combination with a modified loading chute, can reduce coal dust losses by at least 85%.

Does BNSF have the authority to establish loading rules to deal with coal dust?
Yes. In March 2011, the Surface Transportation Board (STB), the federal agency with regulatory authority over BNSF coal transportation, issued a decision in a case brought by Arkansas Electric Cooperative Corporation finding that BNSF has a right to establish reasonable coal loading requirements that will prevent the loss of coal dust from the tops of open top coal cars.

Document author: Alfred B Butler

Foreign Trade with China

SOURCE: U.S. Census Bureau, Foreign Trade

http://www.census.gov/foreign-trade/balance/c5700.html

Numbers gleaned from this data :

September 2012, exports to China – 8.7 billion, imports from China – 37.9 billion. Balance negative 29.1 billion
2012 year to date, exports to China – 78.7 billion, imports from China – 310.9 billion. Balance negative 232.2 billion
2911 year totals, exports to China – 103.9 billion, imports from China – 399.4 billion. Balance negative 295.4 billion

The last time we had a POSITIVE balance of trade with China was in April 1986 with exports of 3.2 billion and imports of 2.6 billion for a positive balance of 54.0 million.

These census figures go back through 1985 and we have NEVER had a year where we have had a positive balance of trade total for the year. The best we have done on a year total basis was in 1985 where our trade deficit was 6.0 million.

Since 1985 we have accumulated a trade deficit with China totaling **2.9 Trillion dollars!**

Notes:
Census figures are given in millions of dollars. Unless otherwise stated, I rounded to the nearest billion.

Document author: Alfred B Butler

Year	China Trade deficit	SOURCE: U.S. Census Bureau, Foreign Trade				
1985	-6.0	http://www.census.gov/foreign-trade/balance/c5700.html				
1986	-1,664.7					
1987	-2,796.3					
1988	-3,489.3					
1989	-6,234.3					
1990	-10,431.0					
1991	-12,691.0					
1992	-18,309.0					
1993	-22,777.0					
1994	-29,505.1					
1995	-33,789.5					
1996	-39,520.2					
1997	-49,695.5					
1998	-56,927.4					
1999	-68,677.1					
2000	-83,833.0					
2001	-83,096.1					
2002	-103,064.9					
2003	-124,068.2					
2004	-162,254.3					
2005	-202,278.1					
2006	-234,101.3					
2007	-258,506.0					
2008	-268,039.8					
2009	-226,877.2					
2010	-273,063.2					
2011	-295,422.5					
2012 Jan-Sept	-232,180.5					
	---					
total since 1985	-2,903,298.5	trillions of dollars	-2.9			