

Surface Transportation Board

Incoming Correspondence Record



#EI-19701

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Wade Sikorski	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Before it makes any decisions, I would like the board to calculate the energy return on energy invested (EROI) for mining and transporting the coal, also for converting it into electricity once it gets to China. That way we could compare the energy we use to make energy with alternatives, like wind or photovoltaics. My guess is that coal won't turn out very good. Especially if you calculate the amount of energy it would take to either sequester the carbon dioxide from burning the coal or to take it out of the atmosphere.

EROI is a very important concept, I believe. It is something that should be calculated for any energy decision the government makes, especially when it involves a large amount of carbon. If we know what the EROI is, it makes it a lot easier to make policy decisions.

Surface Transportation Board

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#EI-19702

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Kim Feringer	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Dear Sir,

I am very concerned about the proposal to construct a rail line through the Tongue River Valley to transport coal to Asia via the Pacific NW.

This would have a hugely negative impact on the Valley, not only for the people living there but for the wildlife and environment as well.

Further, since the railroad would serve only one coal company, Arch Coal, it does not satisfy the requirement for eminent domain, that condemnation is for "public convenience and necessity."

The negative impacts will extend far beyond the Tongue River Valley impacting communities all along the proposed route.

I ask that you study the effects these coal trains will have on both surface and ground water. According to BNSF, each one of their rail cars loses 500 lbs of coal dust per trip. Considering this fact it seems inevitable that both surface and ground water will be contaminated with these heavy metals.

I ask also that you study the effects these heavy metals will have on aquatic life in local rivers, streams, lakes, wetlands.

Please also consider the impact it will have on wildlife movement and migration.

I request the EIS also consider what costs the public is likely to bear to mitigate the effects of the proposed rail line. These costs would include, but not be limited to: Rail crossing upgrades, any costs to mitigate disruptions to public transportation, public health, ecosystem health, and likely loss of property value caused by the rail line and numerous coal trains.

These studies should not just identify what the public would have to pay for, but include a realistic estimate of how much it would actually cost.

Thank you,

Dr. R Kim Feringer

Surface Transportation Board

Incoming Correspondence Record



#EI-19703

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Stephen Blair	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

I urge you to seriously consider the wisdom of the proposed Tongue River Railroad, and in particular the need to mine and ship coal to China - a nation that is not our ally, and will likely burn the coal with few environmental controls. Further, I would argue that anything that pollutes upstream from Yellowstone National Park should be considered not just from the perspective of residents of the effected areas, but from the perspective of all citizens of the United States.

Sincerely,

Stephen G. Blair
115 La Vista Drive
Los Alamos, NM 87544

Surface Transportation Board

Incoming Correspondence Record



#EI-19704

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Noalani Terry	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">• Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.• Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.• Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.• Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.• Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.• Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.• The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.• The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

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#EI-19705

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	William E. Woodcock	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p>

Surface Transportation Board

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#EI-19706

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	William Whitaker	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely,</p> <p>Dr. William H. Whitaker</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19707

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	David Hunt	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

David Hunt
934 Elm
Coeur d'Alene, ID. 83814

Surface Transportation Board

Incoming Correspondence Record



#EI-19708

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Sarah K Howard	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely,</p> <p>Your Name Address City, State, Zip</p>

Surface Transportation Board

Incoming Correspondence Record

#EI-19709

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	John Francis	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett,
It is my impression that some anti energy development groups are doing mass E-mails to try to persuade the Surface Transportation Board to prohibit this railroad which would help us balance our trade with China. Assuming that this particular railroad would have to follow the same laws as other railroads, I would strongly encourage the board to look at the facts, not the emotions of those who are opposed to realistic development of our energy resources. This railroad could serve to create jobs in mining, construction and shipping, as well as the related jobs that come with the growth of these industries. I believe that China is going to import and burn coal. I think that we should capitalize on this opportunity, and not obstruct progress with un-needed regulation.

Thank you
John Francis, Cheyenne WY

Surface Transportation Board

Incoming Correspondence Record



#EI-19710

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Susan Hagen	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Susan Hagen Hot Springs Montana

Surface Transportation Board

Incoming Correspondence Record



#EI-19711

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Catherine Deuter	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

I AM OUTRAGED!!! COAL IS DONE, SOLAR IS IN, ALONG WITH WIND - THIS IS THE 21ST CENTURY, NO THE DARK AGES. THAT SINKING STUFF NEEDS TO BE LEFT IN THE GROUND WHERE IT BELONGS!

Surface Transportation Board

Incoming Correspondence Record



#EI-19712

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	G. DiLabio	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

As a Pacific Northwest resident and frequent visitor to Tongue River Valley, Yellowstone, and other beautiful areas in the West I'm very concerned about the impact on public health and the environment from proposals to transport coal from Montana and Wyoming to the Pacific Northwest for export to Asia. Proposal to build a coal-hauling railroad line through Tongue River Valley seems misguided because of negative impacts on citizens, their quality of life and adverse impact on the environment of the Tongue River Valley and on those of us who live in the Pacific Northwest. Because it's part of a larger project to export coal to Asia through Northwest ports, the proposed Tongue River Valley Railroad line would have far reaching impacts on millions of people and a responsible EIS would take them into account. Some of my concerns are the impact the proposal on property values, fires caused from spills and derailments, the spread of weeds, the splitting of ranch lands, degradation of wildlife habitat and reduced hunting, and noise everywhere along the line. More trains cause traffic delays and affect public safety. Infrastructure will need to be upgraded and those tax burdens will fall on taxpayers. Railroads pay 2% of those costs generally. Lastly, this proposal fuels global warming which affects us all. Thank you for consideration of my comments.

Surface Transportation Board

Incoming Correspondence Record



#EI-19714

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Robert MacCarthy	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">• Public convenience and necessity: This proposed railroad is not for the “public convenience and necessity,” and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.• Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.• Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.• Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.• Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.• Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.• The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.• The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. <p>Sincerely,</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19715

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Daniel M. Leahy	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

This proposed railroad is not for the "public convenience and necessity" and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Surface Transportation Board

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#EI-19716

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Lois Sutton	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

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The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Lois Sutton
3336 Farm to Market Road
Midvale, ID, 83645

Go here to submit your comments post on the Surface Transportation Board website.

You also can mail your comments to:

Mr. Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423-0001

Be sure to refer to environmental filing: Docket No. FD 30186 in your letter.

Best wishes,

If you have any questions, feel free to contact John Smillie.

WORC's Member Organizations:

Dakota Rural Action

Dakota Resource Council

Northern Plains Resource Council

Oregon Rural Action

Powder River Basin Resource Council

Western Colorado Congress

Surface Transportation Board

Incoming Correspondence Record



#EI-19717

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Howard Greene	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

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Sincerely,

Surface Transportation Board

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#EI-19718

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Cathleen Kuras	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely, Cathleen Kuras Billings, MT</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19719

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Paul Hawks	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely, Paul Hawks

Surface Transportation Board

Incoming Correspondence Record



#EI-19720

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Cynthia Ziegler	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Cynthia Ziegler

Surface Transportation Board

Incoming Correspondence Record



#EI-19721

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Jeanmarie Todd	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Jeanmarie Todd
15183 Mitchell Creek Dr.
Fort Bragg, CA 95437

Surface Transportation Board

Incoming Correspondence Record



#EI-19722

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Lawrence W Klee	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Lawrence Klee
39 Yellowstone Ave
Billings MT 59101



Surface Transportation Board

Incoming Correspondence Record



#EI-19723

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Stephen Lyons	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely,</p> <p>Your Name Address City, State, Zip</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19724

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Pamela Hoadley	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely, Pamela J Hoadley</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19725

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Michael O'Brien	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Michael O'Brien
400 West 23 St.
New York, NY 10011

Surface Transportation Board

Incoming Correspondence Record



#EI-19726

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Wallace Mills	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett,

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Wallace W. Mills
PO Box 4612
Ketchum, ID 83340-4612
(208) 726-7151

Surface Transportation Board

Incoming Correspondence Record



#EI-19727

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Catherine Hicks	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>I am deeply concerned about the potential impact on public health and the environment from the various proposals to transport coal from Montana and Wyoming to terminals on the Pacific Coast for export to Asia. The proposal to build a coal-hauling railroad line through the Tongue River Valley seems especially misguided for two main reasons: 1) it would have negative impacts on the residents, the quality of life, and the environment in the Tongue River Valley; and 2) it would contribute to similar negative impacts for the residents, the quality of life, and the environment in the Pacific Northwest in general."</p> <p>Regarding the Tongue River Valley rail proposal: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.</p> <p>Because it is part of a larger project to export coal from the US to Asia through ports on the Pacific coast, the proposed Tongue River Valley railroad would have much more extensive impacts. I believe that a responsible EIS will take these impacts into account. For example the proposed coal trains and export terminal(s) on the Pacific Coast would impact human health, access to standard emergency medical care (crossing in Northwest Washington are often blocked for many long minutes while trains pass), and the fragile marine environment of the Northern most edge of Puget Sound, an already highly impacted body of water.</p> <p>For the sake of our future and the future of our children's children, please do not approve this project.</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19728

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Mark A. Hicks	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>I am deeply concerned about the potential impact on public health and the environment from the various proposals to transport coal from Montana and Wyoming to terminals on the Pacific Coast for export to Asia. The proposal to build a coal-hauling railroad line through the Tongue River Valley seems especially misguided for two main reasons: 1) it would have negative impacts on the residents, the quality of life, and the environment in the Tongue River Valley; and 2) it would contribute to similar negative impacts for the residents, the quality of life, and the environment in the Pacific Northwest in general."</p> <p>Regarding the Tongue River Valley rail proposal: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.</p> <p>Because it is part of a larger project to export coal from the US to Asia through ports on the Pacific coast, the proposed Tongue River Valley railroad would have much more extensive impacts. I believe that a responsible EIS will take these impacts into account. For example the proposed coal trains and export terminal(s) on the Pacific Coast would impact human health, access to standard emergency medical care (crossing in Northwest Washington are often blocked for many long minutes while trains pass), and the fragile marine environment of the Northern most edge of Puget Sound, an already highly impacted body of water.</p> <p>For the sake of our future and the future of our children's children, please do not approve this project.</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19729

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Carl Anderson	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

I have been hunting in the Otter creek drainage for the last 30 years. I have no doubt that the wildlife in this area will suffer if this railroad and mine are built. It would be a great loss to sportsman if this remote area of Montana is industrialized.

I also wonder how we will cope with the additional rail traffic here in Billings MT. I frequently have to wait for trains now in downtown Billings. Who will pay for the additional overpasses or underpasses?

I do not believe our pristine areas should be spoiled so that dirty coal can be shipped to China.

Thank You for this chance for me to comment.

Surface Transportation Board

Incoming Correspondence Record



#EI-19730

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Dawn M. Nothwehr	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

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The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Dawn M. Nothwehr, OSF, Ph.D.
5416 S. Cornell Ave
Chicago, IL 60615

Surface Transportation Board

Incoming Correspondence Record



#EI-19731

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	William Jones	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

William Jones
3819 112th Ave
Allegan, MI 49010

Surface Transportation Board

Incoming Correspondence Record



#EI-19732

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Catherine Dexter	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

"I am deeply concerned about the potential impact on public health and the environment from the various proposals to transport coal from Montana and Wyoming to terminals on the Pacific Coast for export to Asia. The proposal to build a coal-hauling railroad line through the Tongue River Valley seems especially misguided for two main reasons: 1) it would have negative impacts on the residents, the quality of life, and the environment in the Tongue River Valley; and 2) it would contribute to similar negative impacts for the residents, the quality of life, and the environment in the Pacific Northwest in general."

Intelligent citizens are awakening to the reality of climate change on our fragile planet and we should realize that this whole project would very directly contribute to it. I believe, and pray you look into, it would have negative health effect on people and animals, such as whales, from Montana to China and beyond. Let's not ship our natural resources to China but rather discover clean ways to use it here in the US. That would create jobs and help with our dependence on oil from abroad. Please study and health effects from coal dust, pollution, and climate change. Respectfully submitted,

Surface Transportation Board

Incoming Correspondence Record

#EI-19733

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Tana Patterson	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Please stop destroying my home with fossil fuel foolishness and trains which carry away the big money that murders my unborn grandchildren. It is time to convert to alternative energy and stop being such greedy and stupid ancestors. Everyone knows this deep down in their hearts and souls, be brave, move forward with alternative energy not with foolish coal and trains

Surface Transportation Board

Incoming Correspondence Record



#EI-19734

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Natalie Leivant	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention of: Mr. Ken Blodgett</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.</p> <p>Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.</p> <p>Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.</p> <p>Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.</p> <p>Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.</p> <p>The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19735

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Terry Lynn Minow	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett,

Because I was raised on a ranch a few miles from the Tongue River, I know the value of the ranches and the unique and valuable country in this area. I believe the environmental impact statement for the Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Terry Lynn Minow

Surface Transportation Board

Incoming Correspondence Record

#EI-19736

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Jim Kirkpatrick	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

no on coal. montana or otherwise. it is dirty and an ill of society that profits the few at the expense of the health of many (respiratory illnesses) and at the expense of the environment from the mining of it to the burning of it. there is no such thing as clean coal.

Surface Transportation Board

Incoming Correspondence Record



#EI-19737

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Diana McGuire	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely,</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19738

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Teresa Koschmeder	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">• Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.• Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.• Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.• Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.• Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.• Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.• The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.• The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. <p>Sincerely,</p> <p>Teresa Koschmeder</p>

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the “public convenience and necessity,” and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Terry Schaunaman
1314 6th Ave S
Fargo, ND 58103

Surface Transportation Board

Incoming Correspondence Record



#EI-19741

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Richard Millikan	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Richard Millikan
Burris Flats
West Boulder Road
McLeod MT 59052

Surface Transportation Board

Incoming Correspondence Record



#EI-19742

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Frances P. Lazear	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Frances P. Lazear

Surface Transportation Board

Incoming Correspondence Record



#EI-19743

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Judith Hughes	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Please put the people and their property, air, and peace of mind before greed this time. Please!

Surface Transportation Board

Incoming Correspondence Record



#EI-19744

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Russell Doty	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

In the 1970s when I was a Special Assistant Attorney General representing the Montana Public Service Commission (PSC), it intervened in a case before the Federal Power Commission in opposition to a petition to export natural gas from Montana to Minnesota. Our premise was that Minnesota was wasting such gas on many outdoor decorative gas lamps (the fuel from 8 of which would heat a home for a year). This Tongue River railroad would create a similar situation. It should not be built because it will allow coal to be burned in inefficient Chinese coal-fired electric generation stations whose air pollution control standards do not meet those in the US and because China is not sufficiently committed to reducing greenhouse gases. The most recent consensus of climate scientists posted yesterday at www.realclimate.org indicates the IPCC IV report was low in calculating probable sea level rise by as much as 74% -- meaning a rise by century end of 2 meters rather than 1. Since this railroad would facilitate that sea level rise, causing untold displacement of coastal communities (i.e., fratricide), the railroad should not be built. Nobody sets their own house on fire to keep temporarily warm. For when that glow is gone, all we have left are the ashes. All of earth's peoples deserve a better legacy!

Surface Transportation Board

Incoming Correspondence Record



#EI-19745

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Kristen Mark	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.</p> <p>Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.</p> <p>Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.</p> <p>Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.</p> <p>Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.</p> <p>The Tongue River Railroad will allow coal to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19746

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Glenn Hockett	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention of: Mr. Ken Blodgett</p> <p>I am very concerned about the negative impacts of this proposal to eastern Montana, the Tongue River Valley, the quiet, primitive nature of the area as well as the wildlife which I enjoy hunting and viewing. As well the larger impacts of this proposal related to the mining and shipment of coal and the eventual burning of that coal have dramatic implications to the serious issues related to global climate change/warming. Please include me on any future mailings about this project.</p> <p>Furthermore, the environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.</p> <p>Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.</p> <p>Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.</p> <p>Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.</p> <p>Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.</p> <p>The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Thank you for considering these comments and please reconsider proceeding with this project.</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19747

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Catherine Dash	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
CATHERINE DASH.

Surface Transportation Board

Incoming Correspondence Record



#EI-19748

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Jon Kirkpatrick	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">• Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.• Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.• Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.• Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.• Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.• Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.• The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.• The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. <p>Sincerely, Jon Kirkpatrick</p>

Surface Transportation Board

Incoming Correspondence Record

#EI-19749

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Jeffrey Butts	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Hello,

I'm writing about the Tongue River Railroad proposal. I was born and raised in Montana and am currently studying for a Masters Degree in Urban and Regional Planning in Portland, OR. Once I have finished this portion of my formal education, I would like to return to Montana. Also, I would like to return to a "clean and healthful" environment.

I am studying transportation in my Masters studies and one thing I have learned from the best in the world is that when planning for transportation we must first ask ourselves, "How do we want to live?" This is a transportation project with great consequences. I am writing to advocate that those quality of life issues, including beauty and equity, are expressly considered throughout the process.

Additionally, I would like to advocate that the process includes documented considerations for regional impacts. It should factor trip delays, noise pollution and potential public health concerns.

There, also, needs to be consideration of carbon targets set forth in signed documents. Climate change impacts and carbon cycle analysis should be considered for the mining, shipping and burning of the coal.

Additionally, because the environment and economy are so closely linked in Montana through agriculture, tourism and resource extraction, the process should include a double-blind, peer-reviewed and objective, third party scenario projections and forecasts for short and long term economic environmental factors, e.g., jobs.

Also, as a reminder, Montana is a part of the "crown continental ecosystem" that extends from Yellowstone Park through Glacier on up to Canada and the Alaska. The only segmented section is where the train and I-90 pass through the Livingston/Bozeman area.

When moving forward with the EIS, I believe these factors should be included in the formal process.

Gracias.

Surface Transportation Board

Incoming Correspondence Record



#EI-19750

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	James Felton	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

James Felton
504 W. Galloway
Weiser, Idaho 83672

Surface Transportation Board

Incoming Correspondence Record



#EI-19751

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Hugh Zackheim	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

This proposed railroad is for the sole purpose of generating financial profit motives for its private developers, and has no relation to public necessity or to the public good as a whole. The proposed railroad has no relation to national energy independence -- any representation of national interest as being a motivation for the railroad is a complete, utter and transparent falsehood.

It is not the role of the STB to authorize private interests to destroy the private lands of others, simply because the proponents cloak their arguments as being in the public interest. This is simply a scheme to profit through coal export, and destroy the private property rights of Montana landowners.

STB: Wake up, and deny this railroad ripoff.

Surface Transportation Board

Incoming Correspondence Record



#EI-19752

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	J David Gillanders	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

J David Gillanders
PO Box 2786
State University, AR 72467

Surface Transportation Board

Incoming Correspondence Record



#EI-19753

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Mark Poole	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Mark Poole

Surface Transportation Board

Incoming Correspondence Record



#EI-19754

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Adam Baumgartner	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

We should not exploit the earth for more unnatural growth.

Surface Transportation Board

Incoming Correspondence Record

#EI-19755

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Jeffrey Butts	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Hello,</p> <p>I'm writing about the Tongue River Railroad proposal. I was born and raised in Montana and am currently studying for a Masters Degree in Urban and Regional Planning in Portland, OR. Once I have finished this portion of my formal education, I would like to return to Montana. Also, I would like to return to a "clean and healthful" environment.</p> <p>I am studying transportation in my Masters studies and one thing I have learned from the best in the world is that when planning for transportation we must first ask ourselves, "How do we want to live?" This is a transportation project with great consequences. I am writing to advocate that those quality of life issues, including beauty and equity, are expressly considered throughout the process.</p> <p>Additionally, I would like to advocate that the process includes documented considerations for regional impacts. It should factor trip delays, noise pollution and potential public health concerns.</p> <p>There, also, needs to be consideration of carbon targets set forth in signed documents. Climate change impacts and carbon cycle analysis should be considered for the mining, shipping and burning of the coal.</p> <p>Additionally, because the environment and economy are so closely linked in Montana through agriculture, tourism and resource extraction, the process should include a double-blind, peer-reviewed and objective, third party scenario projections and forecasts for short and long term economic environmental factors, e.g., jobs.</p> <p>Also, as a reminder, Montana is a part of the "crown continental ecosystem" that extends from Yellowstone Park through Glacier on up to Canada and the Alaska. The only segmented section is where the train and I-90 pass through the Livingston/Bozeman area.</p> <p>When moving forward with the EIS, I believe these factors should be included in the formal process.</p> <p>Gracias.</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19756

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Jennifer Struckholz	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.</p> <p>Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.</p> <p>Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.</p> <p>Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.</p> <p>Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.</p> <p>The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p>

Surface Transportation Board

Incoming Correspondence Record

#EI-19757

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Valerie Rose	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Given the far-reaching impact of the proposed Tongue River Railroad, the scoping process should include a regional programmatic EIS (PEIS) considering the cumulative rail impacts of the 5 proposed coal terminals in OR & WA, including potential economic and environmental impacts on all rail communities from the coast to the Powder River Basin.

Legally, Eminent Domain is to be used for public convenience and necessity. The proposed railroad would serve only Arch Coal. Dividing ranch land does not serve the public convenience & necessity.

Surface Transportation Board

Incoming Correspondence Record



#EI-19758

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Carol Lapetino	Date of Letter:	01/09/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Carol Lapetino
6441 Loomes Ave.
Downers Grove, IL 60516

Surface Transportation Board

Incoming Correspondence Record

#EI-19759

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Janet E. Duecy	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Sir,</p> <p>I am deeply concerned about the extensive negative consequences of a potential Tongue River Rail line which would not serve the public interest, but rather would benefit wealthy and powerful private profit interests instead. As such the proposed rail line does not meet the standard for imposing power of eminent domain and condemnation authority. I further strongly urge you to fully research the issues of: potential local flooding, of noise pollution, of the impacts on wildlife and hunting, on the issue of compromising local infrastructure and commerce, on the devaluation of surrounding lands, and on the unfair taxes that local communities will have to incur in their attempts to mitigate all the negative consequences of this proposed project.</p> <p>I respect that you bear a heavy responsibility in studying this complex issue and making judgements that will permanently affect our human and natural environments. I trust that you will do the right thing and oppose this disastrous, unjust proposal and permit request.</p> <p>Sincerely, Janet Duecy</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19760

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Martha Nochimson	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely, Martha P. Nochimson 5020 Tibbett Avenue Riverdale NY 10471</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19761

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Emily Wallace	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Emily Wallace

Surface Transportation Board

Incoming Correspondence Record



#EI-19762

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Sara Simmers	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely,</p> <p>Sara Simmers Mandan, ND</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19763

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Sue Snyder	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">• Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.• Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.• Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.• Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.• Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.• Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.• The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.• The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. <p>Sincerely,</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19764

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/09/2013
Name of Sender:	Gareth Hermann	Date of Letter:	01/09/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely, Gareth Hermann</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19765

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	David Lehnherr	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

To be complete, the environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest. To invoke "eminent domain" would be a travesty.

Property value impacts: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade an excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of adjacent recreation areas.

Infrastructure and traffic: Taxes will increase for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

David Lehnherr
2222 Spruce Street
Billings, MT 59101

Surface Transportation Board

Incoming Correspondence Record



#EI-19766

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Ellen Knight	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

While the words below were written by someone else, I feel extremely strongly about this issue and my own words would have been almost identical. I hope you will take this message to heart. This railroad is not a good thing...for the people who live there or for this Earth.

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Ellen Knight
5800 Rattlesnake
Missoula, MT 59802

Surface Transportation Board

Incoming Correspondence Record



#EI-19767

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Peggy Ames Nerud	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Please consider the serious environmental effects as well as the impact on the health and well being of animals and humans in regards to coal transportation. Is it really worth it?
Peggy Ames Nerud

Surface Transportation Board

Incoming Correspondence Record



#EI-19768

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Peter Lesica	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett,

I believe the Tongue River Railroad is a bad idea because I am convinced that shipping coal to Asia will be a very short-lived endeavor. China suffers from extreme air pollution and will have to cut back on coal burning in the near future. Thus the Tongue River Railroad will cause disturbance and environmental degradation with little or no benefit to the people of Montana. I believe an EIS should analyze whether there really is a LONG-TERM need for the Tongue River Railroad.

Regards,

Peter Lesica

Surface Transportation Board

Incoming Correspondence Record



#EI-19769

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Marilyn McCaulley	Date of Letter:	01/10/2013
Group:	WORC		

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Marilyn McCaulley
31880 Bradley Ranch
Steamboat Springs, CO 80487

Surface Transportation Board

Incoming Correspondence Record



#EI-19770

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Joetta Venneman	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Docket FD 30186 Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ol style="list-style-type: none">1. Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.2. Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.3. Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.4. The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.5. The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. <p>Sincerely,</p> <p>Joetta Venneman 4707 Lynn Lea Road Louisville, KY 40216</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19771

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	John O'Connor	Date of Letter:	01/10/2013
Group:	WORC		

Submitter's Comments

Please take a hard look at this ill-advised railroad project in its environmental review.

Surface Transportation Board

Incoming Correspondence Record



#EI-19772

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Laurie Gano	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Please Do Not permit the proposed Tongue River Railroad to haul coal destined for China. This will not benefit the public, the state or the landowners whose land will be degraded. It is only for the benefit of a few greedy developers.
thanks you, Laurie Gano

Surface Transportation Board

Incoming Correspondence Record



#EI-19773

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Amy Hoitsma	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

I respectfully request that you do not approve the new, last-minute route change to the proposed Tongue River Railroad without first accepting new public comment on the proposal, holding a public hearing in Colstrip, and -- most importantly -- analyzing the effects that climate change will have on Montana and the entire country when all of the proposed coal is mined, transported across the country, shipped to Asia, and burned. I have seen satellite imagery of the plume of smoke from coal-burning facilities in China that drift directly over Montana. Not only is this pollution a climate change issue, it is a public health issue as it contains mercury, lead, and other dangerous substances. The proposed change in the Tongue River Railroad route does nothing to change these serious problems. They must be addressed to protect the health and livelihood of Montanans. Thank you.

Surface Transportation Board

Incoming Correspondence Record



#EI-19774

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Becca Fischer	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely,</p> <p>Becca Fischer Billings, MT</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19775

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Alan Goldich	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Alan Goldich
PO Box 772366
Steamboat Springs, CO 80477

Surface Transportation Board

Incoming Correspondence Record



#EI-19776

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Leonard Weinbaum	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Do not permit the tongue river railroad to ruin our environs for the generations to come. No rail to china.

Surface Transportation Board

Incoming Correspondence Record



#EI-19777

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Teresa Roark	Date of Letter:	01/10/2013
Group:	Oregon Rural Action		

Submitter's Comments

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Teresa Roark

Surface Transportation Board

Incoming Correspondence Record



#EI-19778

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Lois Andersen	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Lois Andersen
45817 204th Street
Arlington, SD 57212

Surface Transportation Board

Incoming Correspondence Record



#EI-19779

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Debbie Kenyon	Date of Letter:	01/10/2013
Group:	WORC		

Submitter's Comments
<p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely, Debbie Kenyon</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19780

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Caleb Hutton	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Caleb Hutton - Former Montana Resident
258 E. Lynwood St
Grand Junction, Colorado 81503

Surface Transportation Board

Incoming Correspondence Record

#EI-19781

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Conor Corkrum	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

I am writing to voice my opposition to the Tongue River Railroad. This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

Surface Transportation Board

Incoming Correspondence Record



#EI-19782

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Tom and Marie Anderson	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Tom and Marie Anderson
5532 Sandhill Rd
Lewistown MT 59457

Surface Transportation Board

Incoming Correspondence Record



#EI-19783

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Tim Lohrenz	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Tim Lohrenz
1003 Princeton Ave
Billings, MT 59102

Surface Transportation Board

Incoming Correspondence Record



#EI-19784

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Susan Powell	Date of Letter:	01/03/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely, Susan Powell Billings, Montana</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19785

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Darlene Fahrenbruch	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

The environmental impact statement for the proposed Tongue River Railroad in southeastern Montana should analyze the following:

- Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas.
- Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Please recommend the no-action alternative.

Surface Transportation Board

Incoming Correspondence Record



#EI-19786

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Loren White Jr	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">• Public convenience and necessity: This proposed railroad is not for the “public convenience and necessity,” and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.• Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.• Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.• Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.• Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.• Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.• The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.• The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Surface Transportation Board Incoming Correspondence Record

#EI-19787

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Sally Berg	Date of Letter:	01/10/2013
Group:	NPRC		

Submitter's Comments

Dear Ken,

How many generations have to remind your office to regard "the public interest." We who think about these things can find no way that the RR in in any but corporate interest. PLEASE change course. Do what is RIGHT rather than what increases productivity for BIG oil, coal, sugar, etc. interests. Thank you, Sally Berg

Surface Transportation Board

Incoming Correspondence Record



#EI-19788

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Liz McCall	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

*

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

*

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

*

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

*

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

*

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

*

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

*

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

*

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Liz McCall
2811 Manhattan Drive
Billings, MT 59102

Surface Transportation Board

Incoming Correspondence Record

#EI-19789

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Margaret Bitz	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Profit is not the ultimate value. The pollution that will result from this will eventually ruin our world. Let's stop investing in any further coal resources.

Surface Transportation Board

Incoming Correspondence Record



#EI-19790

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Katie Waller	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention: Mr. Ken Blodgett</p> <p>Dear Mr. Blodgett:</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <p>Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.</p> <p>Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.</p> <p>Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.</p> <p>Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.</p> <p>Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.</p> <p>Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.</p> <p>The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.</p> <p>The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p> <p>Sincerely, Katie Waller 315 Hillcrest Dr Durango, Co 81301</p>

Surface Transportation Board

Incoming Correspondence Record



#EI-19791

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Dr. Byron E. Ruth	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

I am very familiar with the Tongue River having lived in Montana and spent much time in The Big Horns. I cannot believe that big money interests want to decimate this viable and beautiful valley in order to supply coal to China. I am totally against this environment destructive railway line.

Surface Transportation Board

Incoming Correspondence Record



#EI-19792

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Jim Davis	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Docket No. FD 30186
Attention: Mr. Ken Blodgett

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.

Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.

Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.

Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.

Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.

Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.

The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.

The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Jim Davis
2004 Phoebe Dr
Billings, MT 59105

Surface Transportation Board

Incoming Correspondence Record



#EI-19793

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Mark M Giese	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">• Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity," and the Tongue River Railroad Company should not get the power of eminent domain and condemnation for a railroad that does not serve the public interest. This railroad would serve only one huge coal company, Arch Coal, and its customers in China and other Asian countries. None of the coal would benefit U.S. utility customers or the U.S. public interest.• Impacts on property values: The project would devalue property and infringe on property rights. The proposed railroad would cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and could shift the liability for accidents and livestock losses at train crossings to landowners.• Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it would serve would seriously degrade this excellent outdoor resource.• Flooding: The railroad bed would act as an earthen dam and could worsen the flooding problems that can occur in the area in winter with ice jams.• Noise: The loud trains would ruin the quiet enjoyment of nearby recreation areas.• Infrastructure and traffic: Taxes will go up for residents of communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic would require expensive overpasses and safety crossing, which are paid for primarily by local taxpayers.• The Surface Transportation Board should determine what safety and railroad traffic improvements would be needed if 40 million tons or more of coal are shipped from the proposed Otter Creek mine, along the proposed railroad, and through Montana and on to west coast ports -- and how much, if any of these costs would and should be borne by taxpayers, and how much by the railroad and its overseas customers.• The Tongue River Railroad would allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Surface Transportation Board

Incoming Correspondence Record

#EI-19794

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Kathryn Mohar	Date of Letter:	01/10/2013
Group:			

Submitter's Comments

Please don't allow the beautiful Tongue River Valley to be destroyed with a railroad. We own a beautiful painting of the valley. We don't want just the representation but the real thing in existence for the long term as a trade-off for short-term economics. We also feel strongly that coal should be left in the ground. Short-term jobs will mean nothing if our children and grandchildren can no longer exist on our planet.

Surface Transportation Board

Incoming Correspondence Record



#EI-19795

Correspondence Information			
Docket #:	FD 30186 0	Date Received:	01/10/2013
Name of Sender:	Renate Haberpointner	Date of Letter:	01/10/2013
Group:			

Submitter's Comments
<p>Docket No. FD 30186 Attention of: Mr. Ken Blodgett</p> <p>The environmental impact statement for the proposed Tongue River Railroad should analyze the following:</p> <ul style="list-style-type: none">•Public convenience and necessity: This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.•Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.•Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.•Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.•Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.•Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers. <p>The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.</p>