

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19157

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	12/20/2012
Name of Sender:	Christine Westland	Date of Letter:	12/20/2012
Group:			

### Submitter's Comments

I live in Birch Bay, WA, and in the same way I am opposed to the Gateway Pacific Terminal project, I object strenuously to the plan to haul coal from Otter Creek via the Tongue River Valley, enroute to Asia. The new permit now being considered by Arch Coal calls for approval of an 83-mile long rail line from the Otter Creek Mine to Miles City, where it would join the main rail line that goes to the West Coast. Once this coal gets burned it will add about 2.6 Billion tons of greenhouse gases (CO2) into an already overloaded, warming atmosphere, leading to further catastrophic climate change.

Please study this impact and also study the disruption it will cause in hauling Montana's current commodities. Consider further how this project will bisect ranches in the area - through the power of eminent domain and permanently transform the rural Tongue River Valley into an industrial coal extraction zone.

Ken Blodgett  
Surface Transportation Board  
395 E. Street SW  
Washington, DC 20423-0001

December 3, 2012

Re: Environmental filing, Document No. FD 30186—Environmental Impact Statement for the proposed Tongue River Railroad-Scope of Analysis

Dear Mr. Blodgett:

Please include and give due consideration to the following comments as part of the “scoping” process to determine the concerns the new Environmental Impact Statement for the proposed Tongue River Railroad should address:

**General:** Numerous efforts have been made over decades to build the Tongue River Railroad. All have been successfully challenged and thwarted because of the clearly demonstrable inappropriate environmental, economic and physical impacts associated with the endeavor. The renewed effort mounted by the Railroad, in the face of ever growing evidence of the inordinate and unnecessary damage construction would bring, evidences that there is only one force that truly drives the quest of the applicant; namely, pursuit of the almighty dollar. But at what cost are we willing to accommodate this quest, when it is not in any way shape or form necessary in the legitimate pursuit of the hopes, aspirations, interests or welfare of almost every citizen of the United States?

**Focus of the Environmental Impact Statement:**

**Primary:** The threshold issue must be, “Whether this project actually accommodates public convenience and necessity, entitling the applicant to exercise the power of eminent domain?” By all appearances Arch Coal Company, a private company seeks construction of this rail line to accommodate the delivery of its coal to China and other Asian markets. There is no public interest of the United States to be served except for a few additional jobs and what will undoubtedly be a huge return to Arch Coal investors. Historically the power of eminent domain has properly been vested in the public to accommodate public use in cases where it is clearly demonstrated that it will serve the public’s need/interest. Exercise of that power has been jealously guarded and narrowly construed. And, there is a damn good reason why eminent domain has remained behind the jealously guarded public shield, namely, that private enterprise has demonstrated time and time again that it can’t be trusted to truly operate in the public’s best interest/need.

Additional and Supplemental Areas of Focus: In asking that it be afforded the power of eminent domain, Arch Coal Company should bear the total burden of demonstrating why its proposed project meets the test of "public convenience and necessity". It is legitimate and imperative that they demonstrate how a private rail line, operated solely for the benefit of private investors to fuel the furnaces of Asian utilities somehow meets that test. The evidence Arch Coal is required to present must to be clear, convincing and unequivocal. The factual case presented by Arch Coal also needs to be of a magnitude and unimpeachable quality to assure that it can be responsibly evaluated side by side with the evidence of the severe impacts which are already known to exist by virtue of past environmental assessments, EACH OF WHICH NEEDS TO BE RE-EXAMINED AND SUPPLEMENTED IN THIS ENVIRONMENTAL ASSESSMENT. Unlike in the past, however, this environmental assessment is really about whether we are going allow any harm to wildlife, crops, water rights, grazing cattle or unnecessary interference with normal ranch operations or local community activities and the safety and well being of our citizens in order to allow a few private citizens to handsomely profit, while delivering coal to China/Asia to be turned into green house gasses to be spewed into the World's atmosphere.

Respectfully submitted,



Robert M. Knight  
5800 Rattlesnake Dr.  
Missoula, Mt. 59802  
(406-549-5952)  
<mthappytrails@gmail.com>



EI-19163

**DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, OMAHA DISTRICT  
BILLINGS REGULATORY OFFICE  
POST OFFICE BOX 2256  
BILLINGS MT 59103**

Please reply to attention of:

December 19, 2012

Regulatory Branch  
Montana State Program  
Corps No: **NWO-2011-02465-MTB**

Subject: Tongue River Railroad Draft Scope of Study  
Environmental Filing, Docket No. FD 30186

Surface Transportation Board  
Attn: Mr. Ken Blodgett  
395 East Street Southwest  
Washington, D.C. 20423-0001

Dear Mr. Blodgett:

Reference is made to your request for comments regarding the Tongue River Railroad Draft Scope of Study. The study area is located along an 83-mile proposed construction area between Miles City, Montana, and the previously planned Montco mine near Ashland, Montana, and the proposed Otter Creek Mine east of Ashland, Montana.

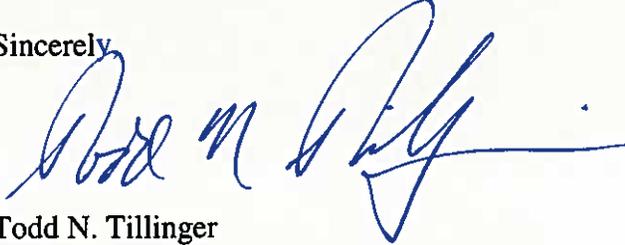
Under the authority of Section 404 of the Clean Water Act, Department of the Army permits are required for the discharge of fill material into waters of the United States. Waters of the U.S. include the area below the ordinary high water mark of stream channels and lakes or ponds connected to the tributary system, and wetlands adjacent to these waters. Isolated waters and wetlands, as well as man-made channels and ditches, may be waters of the U.S. in certain circumstances, which must be determined on a case-by-case basis.

The Council on Environmental Quality regulations found at 40 CFR 1500.2(c) require that the environmental review for required permits should be integrated into the National Environmental Policy Act (NEPA) process so that the alternatives analysis and permit review procedures can be done concurrently rather than consecutively. This prevents un-permittable alternatives from being carried forward, and can prevent the least environmentally damaging practicable alternative from being eliminated as an alternative that is carried forward in the NEPA review. Normally, for projects expected to require a Section 404 permit, this review takes the form of a Draft 404(b)(1) Analysis. It is recommended that a Draft 404(b)(1) Analysis be performed and included as part of the Tongue River Railroad Environmental Impact Statement.

The Omaha District, Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete our Customer Service Survey found on our website at

<http://per2.nwp.usace.army.mil/survey.html>. If you do not have Internet access, you may call and request a paper copy of the survey that you can complete and return to us by mail or fax. If you have any questions, please call Shannon Johnson at the Billings Regulatory Office at (406) 657-5910, and reference File No. NWO-2011-02465-MTB.

Sincerely



Todd N. Tillinger  
Montana State Program Manager

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19167

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	12/27/2012
Name of Sender:	Lowel Greenberg	Date of Letter:	
Group:			

### Submitter's Comments

I am deeply opposed to any route granted to the Tongue River Railroad for the transport of coal from the Powder River basin. If the criteria for granting of eminent domain is "public convenience and necessity," then eminent domain should not be granted for the purpose of transporting coal for any purpose, including export to Asia. The extraction, transport and burning of coal is environmentally destructive; damaging to the health of children, seniors and others and detrimental to the economy, by promoting higher energy prices and delaying the shift to sustainable and renewable technologies.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19173

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/03/2013
Name of Sender:	Dianna Broadie	Date of Letter:	01/03/2013
Group:			

### Submitter's Comments

I previously gave comment at the Miles City meeting as the Planning Director. I wanted to give additional comment in that capacity. It has come to my attention that the Moon River alternative has an impact that I did not note in the original comment. The map provided did not clearly illustrate the use of the Old Milwaukee Railroad portion of that route. The text more clearly states the actual route. The original comment about emergency service impact would be further exaserbated by the use of this alternative route. Miles City would have the possibility of trains running on both lines which bisect our City causing delays to emergency vehicles at key intersections. Unlike the current main line, the Milwaukee has no alternative routes as all crossings are at grade.

From recent notices it appears that this is not the preferred alternative but as it was scoped as an alternative, I did want to offer this comment for evaluation. Thank you for your consideration.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19174

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/03/2013
Name of Sender:	Joelle Robinson	Date of Letter:	01/03/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken 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" 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.

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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19177

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/03/2013
Name of Sender:	Paul James	Date of Letter:	01/03/2013
Group:			

### Submitter's Comments

The environmental impact statement for the proposed Tongue River Railroad (Docket No. FD 30186) should analyze the following:

Public convenience and necessity: The proposal would only serve a single company (Arch) with primary benefits to the energy security of China as opposed to energy security of the United States. This contradicts current US energy policy and makes the environmental impacts non-necessary.

The EIS must study the impacts on the following:

- 1) property values decreasing due to visual impacts, sound impacts and air quality impacts of the rail line.
- 2) Property values decreasing due to traffic impacts of the rail line.
- 3) economic impacts on ranching and farming in the valley. Including assessment of impacts on local food security, and the health impacts on range animals and crops due to coal dust and diesel particulate increases.
- 4) economic cost of the increased number of livestock deaths due to rail/livestock collisions.
- 5) the health impact measured in number of lives lost due to increased rail-pedestrian and rail-automobile collisions.
- 6) the economic costs to taxpayers compared to costs born by rail operators of making rail crossing safety improvements.
- 7) the economic impacts due to noise disturbance on recreational users and tourism.
- 8) the economic and environmental impacts of flooding and hydrological changes due to the rail line, including ice dams.
- 9) the economic impacts due to decreased recreational and subsistence hunting of elk and mule deer populations as well as upland birds. The impact of this on out of state hunters and tourism.
- 10) the impact of decreases in elk and mule deer populations as well as upland birds on Native American tribal treaty rights to subsistence hunting.
- 11) the impact of runoff on stream fish populations.
- 12) the impact of declining fish populations on tribal subsistence fishing rights.
- 13) the hydrological impact to surface and sub-surface water sources for both human use and irrigation.
- 14) the economic impact of changes to hydrological changes in surface and sub-surface water sources for both human use and irrigation.
- 15) assessment of changes in the tax burden born by Arch and local property owners. Changes in property values and associated impacts on local government revenue.
- 16) the impacts of coal dust on track and local environments, according to BNSF "500 pounds to a ton of coal can escape from a single loaded car." Coal dust accumulates in the ballast between the rails, undermining the track structure and causing derailments. And coal dust deposits sometimes even cause fires.
- 17) the impact of future fires (or the risk of fires) in coal dust along tracks, and coal lost due to derailments in the future.
- 18) the risk to the environment of derailments.
- 19) the economic burden of emergency response to coal train derailments.
- 20) the human health risk due to coal train derailments.
- 21) the environmental risk to wildlife and water due to coal train derailments.
- 22) the global impacts that the new rail line will have in increasing access to a specific volume of coal and the impact on the rate of combustion of this coal as it impacts global CO2 levels, other greenhouse gas levels and global warming.

Thanks for your time and attention to these matters.

Paul James

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19178

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/03/2013
Name of Sender:	Jon Kohn	Date of Letter:	01/03/2013
Group:			

### Submitter's Comments

The TRR EIS needs to consider the permanent degradation of habitat all along its route and the coal shipping routes it makes likely across Montana. Habitat is not resilient to its original diversity: it must be restored once messed up, and the TRR has no provision for that. Bringing belching thundering trains, diesel drippings, coal dust, and drainage problems to a gentle valley is ecologically indefensible... only for \$ is it defensible. Present and past uses of the Tongue River valley are perhaps "highest, best use," in the sense that the landscape can barely support current development. Even with current development, the valley has problems with invasive plants, noise pollution from aircraft, degradation from road construction and recreational use.... only the profit motive explains why we could permit further degradation.

Thank you.

Please also consider:

**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, make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river and 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:** Noise from earthshaking trains will ruin the habitat for each species of the valley, even for humans seeking 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 through cities such as Billings and Helena, causing traffic delays, noise, and diesel pollution. Expensive over passes and safety crossing would need to be 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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19179

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/03/2013
Name of Sender:	Catherine DeMets	Date of Letter:	01/03/2013
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" 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.

There is no substantive, long-term study that assesses and analyzes the potential damage to the aquifer underlying the railroad route.

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. For the young people of not just Montana, but the entire world, the implications of enabling more coal to be mined are too serious to be ignored. Thank you for your attention to this fact.

**Surface Transportation Board**   
**Incoming Correspondence Record**

#EI-19180

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/03/2013
Name of Sender:	Marian Hennings	Date of Letter:	01/03/2013
Group:			

## Submitter's Comments

I am concerned that the proposed railroad will increase flood danger to the area and have adverse impacts on wildlife. Coal burning is toxic to the environment and we shouldn't be encouraging this. The air pollution will get back to the Pacific Northwest via air currents and will acidify the ocean and other Pacific Northwest waterways.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19181

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Russell Blalack	Date of Letter:	01/04/2013
Group:			

### Submitter's Comments

I own a small ranch in the area. As I put more and more of my life into the ranch, I become more concerned with the environmental impact of extractive industries in my area. Please consider the following point of view that I offer:

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" 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.

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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19182

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Becky	Date of Letter:	01/04/2013
Group:			

### Submitter's Comments

Please don't allow coal to be sold and shipped to China. For the profit it will give to a few. Is not enough to justify the damage it will do to our country. We need to move past coal and gas.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19183

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Dick Forehand	Date of Letter:	01/04/2013
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" 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.

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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.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19184

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Sue Meadows	Date of Letter:	01/04/2013
Group:			

### Submitter's Comments

Docket Number: S30186

I grew up on a ranch near Choteau, Mt. and can't imagine it being bisected by a railroad that would pollute with coal dust, being weeds and cheat grass, and cost thousands off dollars in extra miles travel and making my own crossings. it would ruin the land my family for generations have worked and loved. We have enough problems with drought and wind. So I know how the rancher Mark Fox (I think that's his name) feels. And it's sole purpose is to pollute China, the Pacific Ocean, Western USA and who knows where else for profit for the few

Please reject this permit of the Tongue River Railroad

PS I could not figure out how to enter the docket number at the top of this web page.

I am 67 years old and write because I know how important it is to put our environmental health at top priority since we have neglected it for so long in our regard for the the almighty dollar.

Thank you for your serious and in depth investigation of this matter. Again Docket number S30186

Sue Meadows

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19185

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Joe Newman	Date of Letter:	01/04/2013
Group:			

### Submitter's Comments

Let the Chinese build solar and wind plants, we in Montana are not interested in sacrificing our ranch lands to speed the collective suicide of global warming.

Richard Newman

**Surface Transportation Board**   
**Incoming Correspondence Record**

#EI-19186

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Charles E. Cashell	Date of Letter:	01/04/2013
Group:	IUOE Local 400		

## Submitter's Comments

The IUOE Local 400 represents approximately 360 workers and their families that live and work in the Colstrip, Hardin, Lame Deer, Ashland and Forsyth MT. area that could be adversely affected by the proposed BNSF preferred "Colstrip route" of the Tongue River Railroad. We feel that the Surface Transportation Board should consider the socioeconomic impacts of this route on all of these cities and towns and the residents in the surrounding areas. This route has the possibility of devastating the local economies, displacing families, increasing unemployment, lowering the tax base and creating innumerable hardships on the people and businesses in this area. This route should not be approved.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19187

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Lana Sangmeister	Date of Letter:	01/04/2013
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" 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.

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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19188

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/04/2013
Name of Sender:	Margaret Patterson	Date of Letter:	01/04/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
Attention of: Mr. Ken Blodgett

Please do what you can to avoid having these train cars full of coal travel through our pristine natural region. Each car releases a lot of coal dust which will be harmful to plants, animals and people. We must not allow this to happen. We should be working on alternative clean energy sources and LEAVE THE COAL IN THE GROUND!

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" 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.

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.

### Image Attachment(s)

[Sunset 4.jpg](#)



[Sunset 4.jpg](#)

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19189

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Layne Martin	Date of Letter:	01/05/2013
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" 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.

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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19190

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Mary Ruth Holder	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken 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" 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.

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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19191

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Sandra Joos	Date of Letter:	01/05/2013
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" 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.
  - 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 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.
- 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.
- In sum, it is a very bad idea!

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19192

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Gloria Hatrick	Date of Letter:	01/05/2013
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" 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.

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.

Clearly, this proposal is a very bad idea on all levels with the possible exception of lining the pockets of a few men of no conscience.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19193

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Carol Boudreau	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

I am writing to oppose the building of the Tongue River Railroad Company 's coal-hauling line through the quiet, pristine Tongue River Valley in eastern Montana primarily for exporting coal to Asia. This long-proposed project renews its attempt to cut the valley in half, jeopardizing farm and ranch operations, disrupting wildlife movements, devaluing property, and increasing flooding potential. I also oppose the building of the exportation of coal ports along the west coast and the Columbia River.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19194

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Amy Mower	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

I have several comments on the Scoping for the Environmental Impact Statement for the proposed application for this project. The environmental impact statement for the proposed Tongue River Railroad should analyze the following impacts of the proposed project:

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. Greenhouse Gas Impacts: 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 which will not only impact China but also be blown to the West Coast of the USA, increasing climate change impacts on the West Coast

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 include all of these impacts in the required research under the Environmental Impact Statement for this project.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19195

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Joanne Chase	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

I am absolutely not in favor of this coal mining and moving through out western states for export.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19196

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Duane Miller	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Any short term gains that go only to Arch coal would be nothing compared to the long term cost to the citizens of the region. This rape of our environment for the gain of a few to ship coal to china must stop. Destruction of the environment must require most stronger reasons than profit.

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" 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.

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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19197

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Laura Belson	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken 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" 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.

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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19198

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	David Walseth	Date of Letter:	01/05/2013
Group:	Northern Plains Defense		

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken 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" 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.

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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19199

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Jim McRoberts	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

•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.

•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.

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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19200

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Elisabeth Banse	Date of Letter:	01/05/2013
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" 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.

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.

Sincerely,  
Elisabeth Banse

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19201

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Nancy Young	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19202

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Norman Thomas Baker	Date of Letter:	01/05/2013
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" 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.

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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19203

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Jodi Tanner Tell	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Please include the following elements to analyze in the environmental impact statement for the proposed Tongue River Railroad:

- Climate change. The railroad will allow additional coal to reach the market and be burned. Both the process of mining and the operation of the diesel trains will also emit dangerous greenhouse gases. The science is clear that this will negatively impact the environment in the United States.
- air and water quality. The diesel pollution will spread carcinogens and other damaging particulates throughout the area. In addition, the potential for coal train spills creates hazards, especially in areas near the river. There have been several coal train spills in recent months demonstrating that this is a real possibility.
- Flooding. The railroad bed will bisect the valley, which could potentially worsen flooding problems.
- Wildlife. This project will industrialize a valley that is currently a prime natural resource, prized by hunters and citizens seeking nature. The railroad and coal strip mine will damage the wildlife value of the valley.
- Negative impacts on property values. Having a railroad go through this area will devalue property, and make the value of ranching and farming land decline, especially for property near the railroad or that the railroad will cross.

Please take the environmental impacts of this project seriously. It has the potential to damage our environment, with few to no benefit for the local Montana residents.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19204

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Carol Marsh	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Please do not approve the building of this railroad line to carry coal to the coast and export it to China. It is an abuse of eminent domain, because this line is purely commercial and against the public interest. The public is organized to oppose this huge increase in coal trains all the way to the coast, and in every city where expansion of terminals for the coal is proposed. The US has cut back and is moving toward the elimination of burning coal because of its devastating impact on the environment. But that impact is exactly the same whether the coal is burned here or in China. Ground transportation? The ongoing drought in the Midwest has brought the level of the Mississippi River so low that it is interfering in shipping. Floods, wildfires, and superstorms are all causing billions of dollars in damage. The burning of coal is responsible for much of the climate change causing these extreme weather phenomena. If our leaders are responsible, they will soon agree on limits to carbon emissions worldwide, putting this railroad out of business shortly after it is built. If they are unable to agree, then we are in for worldwide disaster, all traceable back to the carbon emissions of coal, oil and natural gas, but especially coal. The world's scientific community is united and increasingly trying to ring the warning bell before it is too late. Ignoring them to make some more money for coal companies is greed over public interest. Please don't approve this application.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19205

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Joan Littlefield	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. Fd 30186

Attention of: Mr. Ken 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" 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.

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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19206

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Sally & Dick Brigham	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

We agree with the sentiments and comments below. Please reconsider your actions regarding coal shipments for the sake of our environment and oceans.

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" 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.

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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19207

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Bob Thomas	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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

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- 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.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19208

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Eric Edwards	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken Blodgett

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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19209

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Laird Weaver	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken 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" 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.
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  - 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.
- 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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19210

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	S.F. Brown	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

The proposed 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. Prevailing winds will blow these emissions across the Pacific. These emissions will adversely affect all of us living on the western coast of the U.S. This application should be denied.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19211

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Marceline McKinney	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

No coal hauling through Tongue River Valley

No coal shipping to China thru Wash or Ore ports. Protect our environment.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19212

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Michael DuPas	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Trading our environment for coal exports is a terrible idea. An environmental impact statement must be thorough to identify all of the costs which are not borne by those benefiting from the Tongue River Valley proposal.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19213

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Matt Lancaster	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

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

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**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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19214

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Lucy Whipps	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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

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**Surface Transportation Board**   
**Incoming Correspondence Record**

#EI-19215

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Colby Chester	Date of Letter:	01/05/2013
Group:			

## Submitter's Comments

I strongly oppose this project. It is for profit and against health and reason. As you and I know from simple common sense, 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 let reason triumph over greed, for once!

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19216

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Marianne Shapiro	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

We live along side the railroad tracks. But more important that us, is the generations to come and the effect coal debris and the burning of coal will have on the global environment. Every day, as coal already passes by my home I am reminded to the deterioration of the young people on this earth, and this is the most upsetting.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19217

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Nicole Fisher	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19218

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Linda Kelley	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

The biggest challenge for me now that I am over 60 years old is to watch mankind continue to make irresponsible and shortsighted decisions that will effect future generations and will perhaps be irreversible due to secondary climate related effects.

To make these decisions based on short term profits is at this point immoral at best and amoral and stupid in fact.

To do this in order to send coal to China is beyond all of that. It does nothing to create "energy independence" the supposed reason for destroying our environment, and in fact perpetuates unsound use of dirty energy by a country who is quickly becoming our economic rival. This only benefits those who already are pocketing huge sums of profits and in the short run some local jobs that could easily be created in other areas if the political will was there

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19219

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Margaret Hastings	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

The gathering of coal destroys the environment; the transport across the country damages the environment and risks further destruction should a derailment occur; the shipping of coal around the world puts the entire path at risk; and allowing it to be used for power in another country destroys that country's environment and puts the entire planet at risk. This is not about power; it's about GREED. Just say no, I beg of you, for all of the creatures of this planet, and those that follow them.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19220

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Theresa Nuccio	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

The people of Montana and the Tongue River Valley, as well as those who would have come to visit the state for recreation, will be adversely affected by a new rail line through this area just to serve Arch Coal. We are dealing with the same problem in my home region of western Washington State. Noise, coal dust pollution, increased diesel and other engine fumes, increased infrastructure costs to deal with preventing injuries and deaths at crossings, and increased infrastructure costs to prevent rail car accidents are all part of the future legacy of this unfortunate proposed project. Obviously these are all environmental concerns. In addition, wildlife will be affected and Montana will lose one of its most attractive areas for visitors. Farms and ranches along the way may also lose value and usefulness. Please do not approve this project just to send coal overseas to one of the most polluting nations on the planet. Coal is on its way out; and Montana will be stuck with outdated and rusting infrastructure when it is all said and done. Thank you.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19221

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Richard Low	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken 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" 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.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19222

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	MaryLee Mahar	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19223

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Patti Dill	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken Blodgett

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

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19224

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Anthony Albert	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

\* 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.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19225

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Eva Cosgrove	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Please do not approve the Tongue River Railroad Company's permit. Although coal it may bring profit, we must remember that money is not everything and that the environmental and human effects will last far beyond the time at which the money is used up. I am begging you to protect our environment, protect our children's lungs, and deny the request for a permit to build the coal-hauling line through the Tongue River Valley.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19226

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Shane Daugherty	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

no LNG, keepm our gas and keep our prices low!

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19227

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Robin Hirsch	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken Blodgett

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

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**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.

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.

Robin Hirsch San Juan, Washington

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19228

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Tom Hopkins	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

Argument in opposition to the Tongue River Railroad Company's application to build a rail line for the purpose of hauling coal.

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

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# Surface Transportation Board

## Incoming Correspondence Record

#EI-19229

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Bob Bachman	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

No more coal to the Pacific NW.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19230

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Alan Mooers	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

I hope that the long term and large scale effects of moving coal from the interior to the coast and shipping it globally will be considered in this process. This may be an opportunity to reconsider what things may be included in the scoping and permitting process-things that may change the face of the local area over time as well as the effects further away.

Thank you for your time.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19231

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Beth Levin	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken 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" 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.

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**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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19232

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Kathleen Wolfe	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken 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" 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.
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- 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.

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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19233

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Edward Mills	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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

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  - 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.
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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19234

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Jude Armstrong	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

What pulic need or convenience would the proposed rail line meet?

What would be the impact on property values?

How would the farming/ranching in the valley be impacted?

What provisions would be made to prevent flooding?

Will wildlife be adversely affected. will wildlife corridors wbe provided?

What are the potential health impacts for the residents of the valley?

Will childhood problems of asthma and other health issues be affected?

The impacts of noise on the valley inhabitants should be throughly studied. What measures will be made to reduce the impacts?

How much will the proposed railway affect the economics of citizens of the valley?

Will taxes rise because of infrastructure needs?

Will traffic be impacted? Will needed repairs and new facilities, such as overpasses be required? Whjo will pay for the needed changes?

Will the safety and health of the people be impacted by delays in police, fire and health assistance?

What meassures will be taken to eliminate the polution arising from the effects of coal dust and diesel fuel. Will the pollution be concentrated because of thermal changes in the atmosphere?

Will the climate of the world be changed because of the burning of the fossil fuel in China?

Who, other than Arch Coal, will benefit by the project? Will those benefits outweigh the harm done?

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19235

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	David Dumas	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken Blodgett

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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19236

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Janet Alderton	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

Docket No. FD 30186  
 Attention of: Mr. Ken Blodgett

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