

Surface Transportation Board

Incoming Correspondence Record



#EI-19237

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	H. M. Sustaita	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

No one corporation should have the right to cut through public or private land by way of eminent domain for their own private profits.

At this time in humanities history it is unwise to be digging out and selling coal to any country. If we as a species are to survive the greatest environmental change, in thousands of years, we must stop the pillaging of this planet and begin to use resources that can be replenished and that do not put more carbine dioxide into our atmosphere. Selling coal to China is the worst idea and is deadly to all in the long run.

Let's get serious and say NO to profits before life.

Surface Transportation Board

Incoming Correspondence Record

#EI-19238

Correspondence Information

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

Submitter's Comments

We cannot afford to continue supporting industries that destroy the Earth!

Surface Transportation Board

Incoming Correspondence Record



#EI-19239

Correspondence Information

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

Submitter's Comments

This railroad would serve ONLY one coal company, Arch Coal and will devalue property-especially riverfront-and if built would shift the liability of train crossing to private landowners!

Surface Transportation Board

Incoming Correspondence Record



#EI-19240

Correspondence Information

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

Submitter's Comments

A rail new line, mainly for transporting coal from the mines to export terminals, would only serve the mining companies (and their share-holders). For us, the people living near the planned facilities, it would be bad all the way.

I object to it, and I'm against allowing them to take land by eminent domain.

Respectfully

Christian Bock

Surface Transportation Board

Incoming Correspondence Record



#EI-19241

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Robert J. Lockhorn	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. Do The Right Thing!!

Surface Transportation Board



Incoming Correspondence Record

#EI-19242

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	David J. Cunningham	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-19243

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Gad Levy	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-19244

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Helen Logan Hays	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

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

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.

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.

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 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.

The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.

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 crossings 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-19245

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Estelle Voeller	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.

Impact along entire route: The impact of coal train traffic on the environment and communities all along the transport route to the ocean must be considered. Costs to local communities for increased infrastructure and its maintenance, traffic delays, noise, health effects on people and wildlife due to increased diesel pollution and escaping coal dust, and economic impacts on tourism along the route, including especially the iconic Columbia River Gorge, must also be studied.

Greenhouse gas emissions: The reality of climate change is established, and our future survival requires it be addressed. 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. Toxic emissions are carried to the US, with highest impacts on far-western states, where we are already having challenges with acidification of water bodies and impacts on amphibians and other wildlife.

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-19246

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	David S. Nichols	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-19247

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Chris Stay	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-19248

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Randall Webb	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-19249

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Laura Blackmore	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-19250

Correspondence Information

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

Submitter's Comments

I DO NOT WANT ANY COAL OR COAL BY PRODUCTS SHIPPED THROUGH ANY STATE FOR CHINA! Actually coal usage should be reduced dramatically and eventually eliminated!

Everyone knows the potential and known hazards to people, wildlif and the environment!

THIS SHOULD ABSOLUTELY NOT BE TOLERATED, ACCEPTED OR ALLOWED!

Surface Transportation Board

Incoming Correspondence Record



#EI-19251

Correspondence Information

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

Submitter's Comments

I am opposed to the transport of coal across the US and especially to the building of a new track. The environmental risks are great i.e. spills coal dust, disruption of communities, traffic etc. I can see minimum public benefit for the project. The jobs created do not outweigh the negative impact. I believe we should be encouraging truly "clean" energy instead.

Surface Transportation Board 
Incoming Correspondence Record

#EI-19252

Correspondence Information

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

Submitter's Comments

Dear Ken Blodgett,

I am very concerning about transporting coal along the Puget sound area that will be headed for China. Few jobs will be created, the US will get little benefit by digging up and shipping this dirty energy to China and yet the risks are great including; increased GHG emissions that affect the US as China continues to burn more dirty coal, impacts on property values, affect on wildlife and wildlife habitat, noise and traffic issues, and health risks including asthma as trains leave coal dust along their path.

I think we can do better. I still have hope a good decision can be made by not allowing The Tongue River Railroad transport coal from Montana across our beautiful lands for use in China.

Sincerely
Karen Loida

Surface Transportation Board

Incoming Correspondence Record



#EI-19253

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Hugh Cochran	Date of Letter:	01/05/2013
Group:	World Wildlife		

Submitter's Comments

We are trying so hard to keep the coal trains from coming thru our beautiful Pacific Northwest. Just look at Seward Alaska to see what the ocean loading terminals look like and picture that on the Oregon coast. Or coming thru the Columbia River Gorge on trains or barges. I grew up with Peabody Coal Co. in southern Indiana so I know what it's like to live with the pollution and incredible filth of coal and coal trains. We're working to eliminate coal fired generation of electricity out here, not have more coal to deal with. Please help us. Don't cave in to the huge coal monopoly. Please. Thanks for your consideration

Surface Transportation Board



Incoming Correspondence Record

#EI-19254

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Nancy Kramis	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-19255

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Larry Read	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-19256

Correspondence Information

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

Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

NO to Tongue River Railroad, NO to coal exports off West Coast!

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.

* Climate Change: 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.

NO to Tongue River Railroad, NO to coal exports off West Coast!

Thank you for considering my comments.

Surface Transportation Board



Incoming Correspondence Record

#EI-19257

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Pat Rasmussen	Date of Letter:	01/05/2013
Group:	World Temperate Rainforest Network		

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 through our community of Olympia and in fact through al of Western Washington - we are adamantly opposed to that. It would impact our environment, endangered salmon and orcas and public health.

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 - where there is adamant opposition - , shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

It is a bad idea that should not be approved. We need to start making good decisions for a sustainable future - not continue to make bad decisions causing pollution as we have in the past.

Surface Transportation Board



Incoming Correspondence Record

#EI-19258

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Bob Vella	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-19259

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Keith Comess, MD	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

The proposed coal transportation rail line via the Tongue River Valley is antithetical to US strategic, environmental and public interests. The Department of Defense already considers climate change as a seriously destabilizing element for the near-term and long-range future. Coal burning advances this problem. Environmentally, the American public is implicitly assuming a significant financial and health-related burden by virtue of the "negative externalities" implicit in the project. These include loss of tourism revenue, pollution from mining and transportation-related activities and clean-up costs. Stated otherwise, this proposal is for private profit which is publicly subsidized. For these and a plethora of other reasons, it should not be allowed to advance.

Surface Transportation Board

Incoming Correspondence Record



#EI-19261

Correspondence Information

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

Submitter's Comments

The Pacific Northwest has been intentionally and diligently working to create an environmentally sustainable, clean energy economy for several years now. We have no interest in coal coming through our states and creating health risks, environmental catastrophes and products that send pollution to Asia and its peoples.

We will fight coal companies who try to come here and do all the above mentioned things.

The people in our states have the responsibility to keep our region free of this dirty, polluting substance that is in no way compatible with our goals.

Please do all you can to stop Arch Coal from bringing its coal to our rivers, roads, air and streams.

Linda Knudson
Portland, Oregon

Surface Transportation Board

Incoming Correspondence Record



#EI-19262

Correspondence Information

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

Submitter's Comments

I am opposed to further exploitation in the US to enable the coal and railroad industry to transport dirty coal to China through our lands and communities. US citizens are affected negatively through the coal dust dumped into their air, railroads being constructed where they don't belong and affect on wildlife and property values in the Tongue River Valley. There is NO necessity to the public for this proposal, nor is there any convenience, only inconvenience to the public. Please address these concerns in your environmental impact statement. This proposal is not forward looking in the negative impacts placed on ours and the planet's environment.

Surface Transportation Board

Incoming Correspondence Record



#EI-19263

Correspondence Information

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

Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodget

The entire human civilization is at risk due to increased carbon levels in our only atmosphere. Do not stand idle while our species is killed off in favor of the profits of a minority. Do not act so that your descendants will curse your name, please carry out your duties as a regulator and act in the interests of the vast majority of citizens over the interests of a wealthy minority.

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 in communities along the rail lines as the coal heads to coastal ports for shipment overseas, affecting hundreds of communities and many states.

This railroad will increase coal train traffic substantially causing traffic delays-(which will directly affect the lives of citizens in need of emergency medical care while their ambulances are delayed by the lengthy and more frequent coal trains along the entire length of the mining and shipment-lanes, even those in China), as well as causing noise pollution, coal-dust pollution and diesel pollution.

A consequence of this proposed increased rail traffic will require expensive over passes and safety crossing which have historically been paid for primarily by local taxpayers. Require any new new mining proposal to include paying for these and other expenses, such as covers for the rail cars.

The comprehensive EIS should consider all impacts of the proposed mining operation, from "cradle to grave."

The Tongue River Railroad would allow coal that MUST stay in the ground if our civilization is to survive, to be burned in dirty Chinese plants which will fuel decades-long increases in climate destabilizing 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-19264

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Sheila Spencer	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.

You also can post a letter to:

Mr. Ken Blodgett
 Surface Transportation Board
 395 E Street, SW
 Washington, D.C. 20423-0001
 Note environmental filing: Docket No. FD 30186 in your letter.

Surface Transportation Board 
Incoming Correspondence Record

#EI-19265

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Jackie Johnson	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.

Surface Transportation Board



Incoming Correspondence Record

#EI-19266

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Adina Parsley	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-19267

Correspondence Information

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

Submitter's Comments

There are no advantages placed on the people of Montana or the US or even the planet in connection with the proposal to build a railway in order to ship coal to China. It is not necessary for the people of Montana and there is not convenience given to the citizens by the proposal. Their land values will fall, their air and environment will be compromised and wildlife will be negatively impacted. Please refuse application by the Tongue River Railroad Company due to the negative impacts to the people of Montana and other states affected by this transportation proposal.

Surface Transportation Board



Incoming Correspondence Record

#EI-19268

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Pat Milliren	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. I simply cannot understand why Arch Coal should have the 'right' to screw up everyone else's way of life as well as the relatively pristine web of life where they want to build a rail line. You need to address what gives them priority over EVERYONE ELSE.
 - 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.
- *You need to address how this coal that is proposed to be transported west will impact the global climate change balance of CO2 (and other greenhouse gases) in the atmosphere--both as it is mined and as it is burned in Asia and spread around the world.

Surface Transportation Board

Incoming Correspondence Record



#EI-19269

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Mary V. Cassell	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

we know it's a filthy industry that encourages the slow destruction of our planet.It's time to stop using it or selling it to other countries to use it.We need to think GREEN....encourage other sources for power.

Surface Transportation Board

Incoming Correspondence Record

#EI-19270

Correspondence Information

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

Submitter's Comments

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

Public convenience and necessity

Impacts on property values

Wildlife

Flooding

Noise

Infrastructure and traffic

Thank you,

Jonathan Mark

Surface Transportation Board

Incoming Correspondence Record



#EI-19271

Correspondence Information

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

Submitter's Comments

I urge you to include in the scope of this Environmental Assessment an evaluation of the impact of this route to ship additional coal to Asia through Northwest ports on the health, water and air quality, and economies of communities along the whole railway line through Spokane, the Columbia Gorge and along the rest of the routes. The additional coal will likely lead to more frequent trains intersecting many communities, impacting emergency services, access to and quality of tourist sites along the way, and reduced air quality from the diesel emissions. In addition this additional coal being exported will potentially mean that the emissions from the coal fired power plants in Asia will be dropped across the ocean and into the air of the United States with adverse impacts on the mercury content of the food chain, ocean acidification and the air quality along the way. In addition, consideration should be given to the impact of this additional coal on the climate and ocean levels around the world as it contributes to the fossil fuels combusted and delays the shift to sustainable energy that will not have this adverse impact on climate and environmental and human health.

Surface Transportation Board



Incoming Correspondence Record

#EI-19272

Correspondence Information

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

Submitter's Comments

Dear 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.

The proposed Tongue River Railroad expansion should never occur.

Dixon Haynes
Long Beach, Washington

Surface Transportation Board



Incoming Correspondence Record

#EI-19273

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Judith Carter	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-19274

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Joseph LaValle	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-19275

Correspondence Information

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

Submitter's Comments

New infrastructure to carry coal to china is a very poor approach for Montana. Why undermine the health of montanans and others to support a dying industry and extenally owned private interests.

Surface Transportation Board



Incoming Correspondence Record

#EI-19276

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Bill Stites	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.

THIS IS JUST WRONG ON SO MANY LEVELS.

Thank you.

Surface Transportation Board

Incoming Correspondence Record



#EI-19277

Correspondence Information

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

Submitter's Comments

This project has so many documented negative impacts, environmental, public health, and social, that the few jobs created cannot possibly justify its approval. In addition, from a more global perspective, I completely agree with this statement, and any reasonable person should also: 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.

Say NO TO COAL!

Surface Transportation Board



Incoming Correspondence Record

#EI-19278

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Chris Covert-Bowlds, MD	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

As a family doctor, father, and resident of this planet, I feel 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 may 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-19279

Correspondence Information

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

Submitter's Comments

Why should this rail line be approved, causing the removal of more mountain tops and the further pollution of the air, just for the financial benefit of a few people? Jobs? Create jobs by increasing renewable energy! Germany already has 25% of its electricity need filled with renewables. Why not this country?

Surface Transportation Board



Incoming Correspondence Record

#EI-19280

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	L. Jarvis	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

I am writing today with deep concerns for our future and the future of my state's and neighboring state's wildlife, environment and farm land and it's people if this permit to build a coal-hauling line through the Tongue River Valley is granted. We cannot cut the valley in half, jeopardizing farm and ranch operations, disrupting wildlife movements, devaluing property, and increasing flooding potential.

This proposal is dangerous and would destroy the environment irreparably just for profit from sales to China.

Please consider the hearings held in four rural southeastern Montana communities, where hundreds of people turned out to oppose the railroad and all of us writing to you regarding this dirty deal.

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.

Thank you for reading my comments and taking them into serious consideration that this dangerous permit be thrown out.

THANK YOU SO VERY MUCH!!!

Surface Transportation Board

Incoming Correspondence Record



#EI-19281

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Nicholas Jacobs	Date of Letter:	01/05/2013
Group:	Power Past Coal Portland		

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-19282

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Debbie Thorn	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-19283

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	P. Jarvis	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

I am writing today with deep concerns for our future, my children's and grand-children's future and the future of my state's and neighboring state's wildlife, environment and farm land if this permit to build a coal-hauling line through the Tongue River Valley is granted.

We cannot cut the valley in half, jeopardizing farm and ranch operations, disrupting wildlife movements, devaluing property, and increasing flooding potential.

This proposal is dangerous and would destroy the environment irreparably just for profit from sales to China.

Please consider the hearings held in four rural southeastern Montana communities, where hundreds of people turned out to oppose the railroad and all of us writing to you regarding this dirty deal.

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.

Thank you for reading my comments and taking them into serious consideration that this dangerous permit be thrown out.

THANK YOU SO VERY MUCH!!!

Surface Transportation Board

Incoming Correspondence Record



#EI-19284

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Pam Engler	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.
- 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.

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.

Warm Regards,

Pam Engler

Surface Transportation Board



Incoming Correspondence Record

#EI-19285

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Beedy Parker	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-19286

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Lowell Chandler	Date of Letter:	01/05/2013
Group:	Blue Skies Campaign		

Submitter's Comments

I live about 100 yards from the tracks in Missoula. Already due to increased coal exports I am feeling impacts. The diesel pollution has got much worse. There are two fueling stations and a locomotive maintenance area right in front of my house. Permitting the TRR would only worsen diesel pollution in the Missoula valley and my neighborhood. Along with the diesel pollution there is noise pollution and I'm not talking about the train horns. The empty coal trains on their way back to the PRB have to do their maintenance checks, which involves coupling and switching empty coal cars. Noise levels of up to 119 decibels come from the railyard during coal car maintenance. They bang together so loud it sounds like bombs going off. Prior to permitting this rail line these issues need to be considered and investigated. The rail line doesn't end at Miles City, so folks further down the line should have a chance to attend a scoping hearing. It'd be nice to have one out this way.

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-19287

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Lowell Chandler	Date of Letter:	01/05/2013
Group:	Blue Skies Campaign		

Submitter's Comments

I live about 100 yards from the tracks in Missoula. Already due to increased coal exports I am feeling impacts. The diesel pollution has got much worse. There are two fueling stations and a locomotive maintenance area right in front of my house. Permitting the TRR would only worsen diesel pollution in the Missoula valley and my neighborhood. Along with the diesel pollution there is noise pollution and I'm not talking about the train horns. The empty coal trains on their way back to the PRB have to do their maintenance checks, which involves coupling and switching empty coal cars. Noise levels of up to 119 decibels come from the railyard during coal car maintenance. They bang together so loud it sounds like bombs going off. Prior to permitting this rail line these issues need to be considered and investigated. The rail line doesn't end at Miles City, so folks further down the line should have a chance to attend a scoping hearing. It'd be nice to have one out this way.

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-19288

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Stephen Eichelberger	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-19290

Correspondence Information

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

Submitter's Comments

Please stop the transport of coal via the Tongue River Railroad. It will cause a lot of noise pollution at Miles City and hurt the habitat at Tongue River Valley and cause flooding. Also, the coal will get into the air and cause pollution that makes it hard for people to breathe.

Surface Transportation Board



Incoming Correspondence Record

#EI-19291

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Jane Hadley	Date of Letter:	01/05/2013
Group:	Washington Environmental Council		

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-19292

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Rick Rosenberry	Date of Letter:	01/05/2013
Group:	Northern Plains Resource Council		

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-19293

Correspondence Information

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

Submitter's Comments

I am concerned about a new train line proposed through Tongue River Valley. Effects on wildlife in the area, the economy (both tourism and agriculture), traffic congestion, and the health of nearby residents should be addressed.

Surface Transportation Board

Incoming Correspondence Record



#EI-19294

Correspondence Information

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

Submitter's Comments

The only thing going for coal was it's relatively inexpensive to market cost. The total cost of coal can no longer be ignored in every aspect of its use. The use of coal in any future energy plans is to say we would rather be wrong, than to take steps to mitigate our polluting the planet.

Surface Transportation Board



Incoming Correspondence Record

#EI-19295

Correspondence Information

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

Submitter's Comments

he 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-19296

Correspondence Information

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

Submitter's Comments

I am concerned that this railroad will serve no other purpose than to make Arch Coal more money as it ships coal to China. There is absolutely no public convenience and necessity which is what is required in order for a body to get the power of eminent domain and condemnation authority. How do you justify destroying the environment for the sole purpose of one company's profits?

Surface Transportation Board

Incoming Correspondence Record



#EI-19297

Correspondence Information

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

Submitter's Comments

As lifelong resident of the Pacific Northwest and one who is very concerned about protecting the environment and preventing practices that contribute to pollution, environmental degradation and global warming, I object strongly to the proposed coal rail line through Montana's Tongue River Valley. The project would cut the valley in half, abusing the power of eminent domain to destroy good Montana ranch land in order to ship Montana coal to China.

I therefore request that the environmental impact statement for the proposed Tongue River Railroad 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, Arch Coal, which intends to sell the coal to China and other Asian markets.

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), 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.

IMPACTS ON WILDLIFE: The Tongue River Valley is a rich in wildlife habitat and home to significant 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.

GLOBAL WARMING: The Tongue River Railroad is one piece of a project that would allow the mining and transport of coal so it can then be burned in dirty Chinese plants. This will contribute to serious increases in carbon dioxide emissions.

Clearly, the greenhouse gas costs of this project 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-19298

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Oliver Crew	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.

Sincerely, Oliver T. Crew

Surface Transportation Board



Incoming Correspondence Record

#EI-19299

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Kathleen Lowney	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.

Even though the words come from a community organized group, I agree with the contents. Thank you for you time and attention.

Surface Transportation Board



Incoming Correspondence Record

#EI-19300

Correspondence Information

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

Submitter's Comments

Docket No. FD 30186

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

- 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 resource.
- 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.
- 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.
- Infrastructure and traffic: Taxes will go up for 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. Requiring 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-19301

Correspondence Information

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

Submitter's Comments

Coal is dirty, and pollutes the air that trains transporting it travel through.

I do not want MORE coal taken out of the ground. We need solar and wind and hydro power, NOT more fossil fuels. And how utterly wasteful not only to mine more coal, but to transport it to China, using petrol.

Sustainability means meeting the needs of our generation WHILE SIMULTANEOUSLY enabling subsequent generations to meet their needs as well. At the rate we're going, we'll reach peak coal and peak oil and not leave anything for future generations.

It is predominantly, however, for the air pollution (and water pollution) factor[s] that I ABSOLUTELY UNDER NO CIRCUMSTANCES want to see more coal trained through Washington State.

Thank you in advance for caring about people and our precious environment.

Surface Transportation Board



Incoming Correspondence Record

#EI-19302

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Calvin C. Patterson	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.

Surface Transportation Board



Incoming Correspondence Record

#EI-19303

Correspondence Information

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

Submitter's Comments

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

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, 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.
5. Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
6. 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-19304

Correspondence Information

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

Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

Thank you for the opportunity to comment:

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

Strong consideration of coalburning to global warming must be addressed before allowing any increase in coal mining or sale for export.

Because the effects are worldwide - ocean acidification, greater incidence of severe weather events, highly probable drought and dessication in the Great Plains, ecosystem change too fast for a great many plant species to survive, and consequent problems for animal species indigenous to the Great Plains and Rocky Mountains, as well as other subsequent human environmental and economic impacts, this consideration must be addresses before granting any permit resulting in increased coal extraction and use.

Severe pollutants such as methyl mercury and low intensity radionuclides are contained in this coal, and coal dust and other spread must be considered. ALL factors affecting human and ecosystem health due to direct polluting effects, and end-use atmospheric pollution must be weighed and have significant effect on permitting decisions.

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 diking, or levee. Such damming will narrow and speed water flow, very likely worsening 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 overpasses 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.

The whole scheme is highly unfavorable economically to the entire area in both long- and short-term, and this consideration

should require denial of permit to ravage the Tongue River Valley for single corporate profit.
Please vote to deny permit with discrimination - denying it forever.
Thank you.

Surface Transportation Board



Incoming Correspondence Record

#EI-19305

Correspondence Information

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

Submitter's Comments

Docket No. FD 30186

?Attention of: Mr. Ken

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

- Global warming: coal burning is one of the largest contributors to global warming, exponentially increasing mass glacial melting. Our planet is at a point where alternative green fuels must be promoted and used, not carbon producing fossil fuels.
- 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. As a resident of the Columbia river Gorge, I do not want my area utilized as a coal transport corridor for this dirty fuel.

sherry meier

Surface Transportation Board

Incoming Correspondence Record



#EI-19306

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	J C Bettencourt	Date of Letter:	01/05/2013
Group:			

Submitter's Comments

I am opposed to the Arch Coal's project to use the Tongue River Railroad to transport coal across our beautiful northwest to be shipped to overseas buyers.

I have many reasons: 1) 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) • 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) 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) 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. 5) The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City. 6) 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.

I would urge you to carefully consider all of my concerns before approving this project, which is environmentally detrimental not only to the northwest but to the world at large. There are many citizens in Oregon and Washington states vehemently opposed to coal mining in general and specifically to the transport of coal across our state lands and shipments from our rivers to the sea.

Thank you for your attention to my views.

Surface Transportation Board

Incoming Correspondence Record



#EI-19307

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Bonnie Rohrer	Date of Letter:	01/05/2013
Group:	Power Past Coal		

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.

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

Surface Transportation Board

Incoming Correspondence Record



#EI-19308

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Grace Neff	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-19309

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Doug Rohrer	Date of Letter:	01/05/2013
Group:	Power Past Coal		

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.

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

Surface Transportation Board



Incoming Correspondence Record

#EI-19310

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Dian Berger	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-19311

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Russ Berger	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-19312

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Kit Robinson	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-19313

Correspondence Information

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

Submitter's Comments

Environment impact should be analyzed for Tongue River Railroad for: wildlife, noise, flooding and property values.

Surface Transportation Board

Incoming Correspondence Record



#EI-19314

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Lynda Cunningham	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.

Please stop the coal trains.

Thank You. Lynda Cunningham

January 5, 2013

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

**Fr: Robert M. Johnston
816 14th Street
Bellingham, WA 98225**

**Paul F. Torrence
16282 Water Gap Road
Williams, OR 97544**

**Re: EIS Scoping Comment for Proposed Railway Line in Tongue River Valley, Montana.
Docket No. FD 30186.**

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

II. The Tongue River Valley: With respect to the Tongue River Valley in particular, we believe the Environmental Impact Statement should include and carefully consider the following:

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.
5. **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
6. **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.
7. 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.

III. Impacts Beyond Montana: Because it is part of a larger project to export coal from the US to Asia through ports on the Pacific Coast, the proposed Tongue River Valley railroad would have much more extensive impacts. We believe that a responsible EIS will take these impacts into account.

In this scoping comment we will draw particular attention to just one aspect of the potential impact of the proposed project that may very likely affect the Tongue River Valley in Montana but also will extend far beyond it: the effects of cadmium toxicity from coal and coal dust on aquatic life in general and on shellfish in particular. The dangers from some of the other heavy metals in coal and coal dust, such as lead, mercury, and arsenic are more widely known. Cadmium is found in coal and coal dust in smaller quantities than lead and mercury, but its toxicity is such that it may actually pose an even greater danger. Similarly, public attention might more easily focus on larger animals, such as deer, elk, bear, salmon and marine mammals. But oysters, crabs, clams, and other shellfish have significant commercial and recreational value in Washington and Oregon, in addition to their intrinsic value as part of the Pacific Coast's unique marine environment. This focus should not diminish concern for all potentially affected species, aquatic and terrestrial, since the ecosystems involved must be considered as integrated systems and shellfish comprise an important part of the food chain. Nor should it diminish concern for public health, since this too depends in myriad ways on environmental factors.

The "Scientific Background" section (below) is crafted to be accessible to non-experts, but we are asking for analysis in the environmental impact statement that meets the highest standard of professional, scientific investigation. We have included excerpts from scientific publications in the "Numbered References" section; these are noted in the text of the background statement as examples of research that the EIS should take into account. Along with other references in the "Bibliography" section, they are intended to help show the extent and quality of current research

world wide on the problem of cadmium toxicity. They should serve as a point of departure for the research that should be included in the EIS, rather than the sole base for it.

IV. Scientific Background – Coal and Cadmium: Coal in general, and Montana’s Otter Creek coal in particular, contains numerous heavy metals that are toxic to humans and other creatures. These include, among others, lead, mercury, nickel, cadmium, selenium, manganese, antimony, and arsenic. Coal also contains the radioactive elements thorium and strontium.

Transporting coal by train or truck and creating stockpiles for shipping sends coal dust into the air, which diminishes air quality and subjects nearby populations to dust inhalation. Health effects from exposure to coal dust include increased asthma, wheezing and cough, especially in children and the elderly. A wide range of serious health problems accompanies exposure to the heavy metals present in coal dust. Coal dust may also be carcinogenic due to the presence of polycyclic aromatic hydrocarbons (PAH).

Each of these metals as well as the spectrum of carcinogenic polycyclic hydrocarbons presents hazards to many species including humans. As may be expected, there is more scientific literature on the effects of these contaminants on humans than on other species; however, by the precautionary principle, it is reasonable to extrapolate data from other organisms to humans and vice versa.

Based upon a literature examination, we believe we must be wary of additional cadmium introduction to natural ecosystems because of established adverse effects on both humans and wildlife. That is not to imply that the other metals and chemicals should not be matters of concern. For example, mercury is certainly a huge hazard also.

Several facts provide a platform for understanding the hazards of cadmium contamination of the environment. First, cadmium occurs in many soils and rocks. It is easily mobilized by various anthropogenic activities such as agriculture, forestry operations and mining. There can, therefore, be levels of cadmium present in soils, waters and sediments that provide a “background” of cadmium that may allow little leeway for added accumulation before toxic concentrations result. (E.g., Numbered Reference 1).

Second, certain organisms, such as shellfish, are able to actively sequester cadmium in their bodies due to the presence of a metal-binding protein. This “bioaccumulation” can greatly magnify the concentrations of cadmium in the environment by astounding factors as high as 40,000-fold. As a result, any organism that consumes these shellfish will obtain a dose of cadmium that is much greater than ambient environment levels. (E.g., Numbered References 2, 3, 4, 5, 6, 7, 8, 9, & 10).

Third, the human kidney also accumulates cadmium, leading to renal toxicity and, if not controlled, kidney failure. Women, especially those with low iron levels, as well as smokers of both sexes, are particularly at risk from cadmium toxicity. This has become a serious issue in European countries. Cadmium burdens have also been linked to osteoporosis and breast cancer. (E.g., Numbered References 11, 12, 13, 14, & 15).

Fourth, cadmium is toxic at part-per-billion concentrations to shellfish and is even more toxic to their juvenile forms. . (E.g., Numbered References 7 & 17).

Fifth, organisms at higher trophic levels that consume shellfish (as an example) can suffer adverse consequences from consumption of cadmium-containing tissues. This has been well documented for avian species. . (E.g., Numbered References 16 & 18).

Based on these facts from the scientific literature, we can predict that increased environmental cadmium burdens may cause: 1) increase in shellfish mortality; 2) decrease in shellfish reproduction and population levels; 3) increased cadmium burdens in shellfish tissue with resultant accumulation in wildlife with consequent adverse effects on terrestrial, freshwater, and marine wildlife populations; 4) increased cadmium burdens in shellfish with the potential of shutdown of recreational and commercial harvests and/or increased human body burdens with resultant kidney damage and other pathogenic effects.

Thus the externalized cost of coal has to include (among a panoply of other costs) the negative economic, ecological and human health effects (including healthcare costs) of cadmium toxicities.

V. Partial List of Specific Concerns to Be Addressed in the EIS: The scope of the EIS for the Tongue River Railway should address the concerns associated with cadmium contamination outlined above. It should also address the implications for specific species, sites, and environmental systems that can logically be drawn from the concerns outlined. The following list is not exhaustive; like the Scientific Background sketch, the excerpts in the Numbered References, and the Bibliography, it implies many additional, specific questions that should be addressed. Responsible assessment of the concerns articulated here, and the additional concerns implied by them, should draw on all relevant scientific research worldwide. It will almost certainly require new, site-specific research as well.

The EIS should, among many other things, do the following:

1. Determine existing background cadmium levels in all areas that will be subject to coal dust accumulation both in the vicinity of the Tongue River Valley and along the rail route(s) from Montana to the proposed export terminals along the Pacific Coast.. This should include, though not be limited to, estuaries and watershed areas along the Pacific Coast, riparian areas, and land and marine areas vulnerable to wind-borne coal dust in the vicinity of the proposed terminals and along the rail route(s) from Otter Creek.
2. Determine future “background” accumulations of cadmium in all these areas that can be expected from current and planned and proposed future activities, including rail transport of Otter Creek coal along the route(s) to its destinations.
3. Determine existing and expected future background accumulations of cadmium in watersheds of river systems where migratory fish, including salmon and steelhead, will travel upriver from areas with cadmium accumulation, spawn, and die, thereby transporting cadmium contamination upriver into the watershed.
4. Determine existing and expected future background levels of cadmium in humans who will be exposed either directly or indirectly to cadmium accumulation due to the proposed project.
5. Determine existing and expected future background levels of cadmium in all aquatic and terrestrial species that will be subject to direct absorption from coal and coal dust from

- contaminated land or water, and/or absorption through consumption of cadmium bearing animal or plant organisms.
6. Determine rates of bioaccumulation of cadmium in both aquatic and terrestrial species that will consume and be consumed by other organisms as part of the food chain and the ecosystem.
 7. Determine vulnerabilities to cadmium toxicity of all threatened and endangered species, both aquatic and terrestrial, that may be subjected to increased cadmium levels from coal and coal dust generated by the proposed project. Again, we refer to all aspects of the transport, storage, and handling of coal from Otter Creek to the proposed terminals, as well as its transport by sea to destinations in Asia.
 8. Determine the economic impact of increased shellfish mortality resulting from increased cadmium levels in all areas affected by the transport, storage, and handling of coal and coal dust from the proposed project.
 9. Include in calculations of the quantity and range of coal dust dispersal and accumulation the prevailing wind patterns along the rail routes.
 10. Include in the calculation of the accumulations of cadmium the amount that will be carried back in the atmosphere from the sites where the coal will be burned.
 11. Determine vulnerability to cadmium toxicity and rates of bioaccumulation in salmon that consume aquatic species that will be subject to increased cadmium levels in all areas affected by transport, storage, and handling of coal via the Pacific Coast.
 12. Determine capacity for bioaccumulation of cadmium in salmon that will be subjected to increased levels due to the transport, storage, and handling of coal and the impact on upriver species both aquatic and terrestrial that will consume these salmon after they have migrated upriver, spawned, and died. Since salmon provide the principal source of nutrition for plants and wildlife in Pacific Northwest watersheds, this implies virtually all wildlife in watersheds with runs of salmon and steelhead that may be subjected to cadmium toxicity from the proposed project.
 13. Determine public health impacts resulting from human consumption of shellfish with increased cadmium levels.
 14. Determine economic impact of increased cadmium levels for commercial, recreational, cultural, and tourism activities associated with oysters, crabs, and other shellfish. Evaluate this impact in the light of current and expected levels of bacteria contamination and ocean acidification, factors already recognized as threatening shellfish populations and the human activities associated with them.
 15. Base calculations of cadmium accumulations on expected rates of coal and coal-dust dispersal from transport by train, storage and handling at the proposed terminal, and subsequent transport from the terminal by ship.
 16. Base additional calculations on the amounts of coal and coal dust that will predictably escape due to mishaps caused by acts of nature and human error. These include train derailments and accidents and shipping accidents. (We note there have been several train derailments with spilled coal in the national news in the past year. There was also a major collision of a coal transport ship with the loading dock at the coal terminal in Vancouver, BC, with major damage to the dock and coal spilled into the water [cf. The Vancouver Sun 12/8/12]).
 17. Determine public health impacts of increased cadmium levels in shellfish, salmon, and other fish among human populations that by individual choice or in keeping with cultural tradition depend more on these food sources than the average population. This may include some Native American tribes and communities.

18. Determine health impacts from direct contact with coal dust and also from the introduction of cadmium and other heavy metals into the food chain, including fish and shellfish to be consumed by humans as well as agricultural products potentially contaminated by coal dust.
19. Determine health impacts from direct contact with wind-borne coal dust, exposure through the food chain, and also the return of cadmium in the air from coal we export being burned in Asia.
20. Include cadmium and other heavy metals introduced into the environment by escapement of water used to cool coal piles and lessen the amount of dust picked up by wind.
21. Include in the analysis the coal dust blown off train cars by wind as they wait on sidings, especially in populated areas and also along shorelines. Based on siding locations and wind patterns, certain areas and communities could thus experience heavier than average exposure and accumulation. Returning train cars must also be counted, since they do not empty completely. This is true particularly in winter when the arriving coal is still frozen and tends to remain inside of the car when emptied.
22. Among potential health impacts, consider that cadmium has been associated with learning disabilities in children.
23. Measure the effects of cadmium accumulation on oyster farming along the Pacific Coast in the context of increasing ocean acidification and bacterial contamination.
24. Analyze the above effects in the context of cumulative effects based upon total emissions of heavy metals not only from domestic emissions associated with this proposal but also with the atmospheric deposition burden of transport back to the U.S. from end use sites, and that also in terms of the cumulative deposition via atmospheric transport from increase in worldwide coal use.
25. The analysis must incorporate the project-specific and also cumulative effects on carbon dioxide emissions, not only on global warming-climate change, but also on OCEAN ACIDITY increases. Increases in ocean acidity will not only adversely affect all shellfish and calcium-dependent species, but may well lead to increased release of toxic heavy metals from ocean sediments and bedrock.
26. A similar analysis must be undertaken with regard to near-shore and deep oceanic sediment adsorbed anthropogenic pollutants that may be increasingly released as ocean acidity changes.
27. The *in toto* effect of all the above must be related to the survival and fecundity of all threatened and endangered species, state or federal that occur in the affected ecosystems which of course are worldwide. That analysis must also be extended to all species of commercial interest.
28. Assess the impacts of cadmium toxicity associated with coal transport, storage, and handling in a comprehensive, programmatic environmental impact statement that includes the transport and export of coal to and from all coal terminals proposed in the Pacific Northwest.

VI. Analysis: The EIS should draw on research already carried out by scientists in the US and abroad. The bibliography (below) offers examples of available studies that can serve as points of departure. The analysis should also initiate new research to fill gaps in current knowledge and to extend it. The potential impacts of cadmium toxicity are too serious, too far-reaching, and too long lasting for anything but a complete and honest, scientific analysis.

VII. Mitigation: We believe the concept of “mitigation” for these impacts is misguided. Many potentially affected species are already under stress and suffering declining populations due to various forms of toxic pollution and environmental degradation. These include species familiar to people along the Pacific Coast -- oysters, herring, orca whales, salmon (Chinook, chum, sockeye, and Coho in different locations), as well dozens more on state and federal threatened and endangered species lists: American white pelicans, brown pelicans, bull trout, , steelhead (various locations), Rockfish (several varieties), fishers, sea turtles (green, leatherback, loggerhead), whales (blue, fin, humpback, orca, North Pacific right, sei, and sperm), sandhill cranes, and sea otters, to name some. To risk further declines and potential extinction of these species by allowing a project which will surely result in increased introduction of toxic substances into the environment is simply unacceptable. The same applies to negative impacts on human health. The only reasonable approach is to speak of *guaranteed prevention*. Given the current, available means of transport, storage, and handling of coal and the established record of this activity, we believe that guaranteed prevention is not honestly possible. Any company or its representative that would offer such a guarantee could not possibly be doing so in good faith. The true costs involved in transporting, storing, handling, and using coal *safely and cleanly*, if this were even possible, would be simply too great for there to be any profit in it. We include in the true cost the so-called “external costs,” which typically are borne by communities, the general public, and the environment rather than the coal industry. The potential cost to human health and the environment from the accumulation and toxicity of cadmium, along with that of other heavy metals, must be included in the assessment. If it is, we believe it will be obvious there is no satisfactory way they can be “mitigated.”

VIII. Alternatives: There are many alternatives to exporting coal from Montana to Asia that will work much better to help the local and regional economies, create good jobs, protect public health, and preserve the environment along the rail route from Montana to the Pacific Coast. At local, regional, state, and federal levels we should stay on course with existing initiatives to lessen rather than increase pollution from coal, protect existing jobs associated with agriculture, fishing, and other areas that would be negatively impacted by the transport and export of coal, reduce our use of coal for generating electrical power, and support research and development of wind and solar energy.

IX. Numbered References: These excerpts from scientific research publications are intended to illustrate the sorts of available data that should be considered in the EIS. They are examples that should serve as points of departure for a complete study.

Reference 1. “Critical soil concentrations of cadmium, lead, and mercury in view of health effects on humans and animals,” deVries, et. al.: Assessment of the risk of elevated soil metal concentrations requires appropriate critical limits for metal concentrations in soil in view of ecological and human toxicological risks. This chapter presents an overview of methodologies to derive critical total metal concentrations in soils for Cd, Pb, and Hg as relevant to health effects on animals and humans, taking into account the effect of soil properties. The approach is based on the use of nonlinear relationships for metals in soil, soil solution, plants, and soil invertebrates, including soil properties that affect metal availability in soil. Results indicate that the impact of soil properties on critical soil metal concentrations is mainly relevant for Cd because of significant soil-plant, soil-solution, and soil-worm relationships. Critical Cd levels in soil thus derived are sometimes lower than those related to ecotoxicological impacts on soil organisms/processes and

plants, which is especially true for critical soil Cd concentrations in view of food quality criteria for wheat, drinking water quality, and acceptable daily intakes of worm-eating birds and mammals.”

Reference 2. “Exploring Spatial and Temporal Variations of Cadmium Concentrations in Pacific Oysters from British Columbia,” Feng, CX., et. al. (Abstract): “Oysters from the Pacific Northwest coast of British Columbia, Canada, contain high levels of cadmium, in some cases exceeding some international food safety guidelines.”

Reference 3. “Cadmium in Shellfish: The British Columbia, Canada Experience...,” Bendell LI. (Abstract): “Over 10 years ago, research scientists in the federal department of Fisheries and Oceans Canada (DFO) were alerted to the presence of high levels of cadmium, a toxic metal, in the Pacific oyster (*Crassostrea gigas*) cultured in British Columbia (BC), Canada waters. This mini-review summarizes the most recent published studies on levels of cadmium in shellfish from the Pacific Northwest (BC and Washington State).”

Reference 4. “Geochemical Survey and Metal Bioaccumulation of Three Bivalve Species,” Baudrimont, M. et. al. (Abstract): “A 15-month experiment combining a geochemical survey of Cd, Cu, Zn and Hg with a bioaccumulation study for three filter-feeding bivalve species (oysters, *Crassostrea gigas*; cockles, *Cerastoderma edule*; and clams, *Ruditapes philippinarum*) was conducted in a breeding basin of the Nord Medoc salt marshes connected to the Gironde estuary, which is affected by historic polymetallic pollution.... Although Cd bioaccumulation of oysters was lower in the basin than in the estuary during the same period (27,000 ng g⁻¹, dry weight and 40,000 ng g⁻¹, respectively) these values are largely above the new human consumption safety level (5000 ng g⁻¹, dw; European Community, 2002).”

Reference 5. “Cadmium toxicity among wildlife in the Colorado Rocky Mountains,” Larison, James R., et. al. (Abstract): “Our results suggest that cadmium toxicity may be more common among natural populations of vertebrates than has been appreciated to date and that cadmium toxicity may often go undetected or unrecognized. In addition, our research shows that ingestion of even trace quantities of cadmium can influence not only the physiology and health of individual organisms, but also the demographics and the distribution of species.”

Reference 6. “Cadmium Toxicity to Three Species of Estuarine Invertebrates,” Pesch, Gerald and Nelson E. Stewart (Abstract): “Three species of estuarine invertebrates, *Palaemonetes pugio* (grass shrimp), *Pagurus longicarpus* (hermit crab) and *Argopecten irradians* (bay scallop), were exposed to Cd in flowing seawater at concentrations of 0.06, 0.12, 0.25, 0.5 and 1.0 mg/litre. Incipient LC₅₀ values of 0.53 and 0.07 mg/litre were estimated for bay scallop and hermit crab, respectively. The toxicity curve for grass shrimp had not stabilised, but the incipient LC₅₀ value was estimated to fall within a range of 0.2 to 0.3 mg/litre. Short-term response, as measured by time to 50% mortality at the highest Cd concentration, was 10, 21 and 23 days for the bay scallop, hermit crab and grass shrimp, respectively. Scallop growth was inhibited at all exposure concentrations with a measured 42-day EC₅₀ value of 0.078 mg/litre Cd. Byssal thread detachment precedes death in bay scallops. An EC₅₀ value of 0.54 mg/litre Cd for byssal detachment was measured on day 8 of the bioassay before appreciable mortality. This compared favourably with the incipient LC₅₀ value of 0.53 mg/litre Cd. Cadmium accumulation occurred at all concentrations in bay scallop and grass shrimp.”

Reference 7. “Acute Toxicity of Copper, Cadmium, and Zinc to Larvae of the Crab *Paragrapsus quadridentatus* (H. Milne Edwards), and Implications for Water Quality Criteria,” M Ahsanullah and GH Arnott (Abstract): Acute toxicity tests were carried out on the larvae of *P. quadridentatus* and 96-h LC₅₀ values of 0.17, 0.49, and 1.23 mg/l were determined for copper, cadmium, and zinc respectively. Potency ratios of the three metals were as follows: Cu/Cd 3.1, Cu/Zn 7.2, and Cd/Zn 2.4. Larvae were found to be nine times more sensitive to zinc and at least 29 times more sensitive to cadmium than were adults. The larval 96-h LC₅₀ values multiplied by an application factor of 0.01 (as recommended in Victorian water quality criteria) results in derived 'safe' concentrations, which in the case of copper and zinc are below the stated 'minimal risk concentrations' of 10 and 20 µg/l respectively. In view of the known greater sensitivity of larvae of many taxa to heavy metal toxicity, the validity of using the same application factor for both adult and larval stages is questioned.”

Reference 8. “Bioaccumulation of Cadmium in Marine Organisms,” Frazier, JM. (Abstract): “A general review of cadmium concentrations in marine organisms and studies of cadmium bioaccumulation is presented. Factors which influence cadmium concentrations, such as regional differences, seasonal fluctuations and salinity, are discussed and species which are likely to accumulate cadmium identified. Experimental studies designed to investigate the influence of some of these factors on cadmium bioaccumulation in a filter feeding bivalve mollusk, the American oyster (*Crassostrea virginica*), are presented. Field studies of seasonal dynamics of cadmium in oysters indicate patterns which may be correlated with seasonal physiological activity. The bioaccumulation of cadmium following input to estuarine systems by natural phenomena is observed. Cadmium concentrations in oysters collected from regions of different salinity suggest an inverse relationship between cadmium concentration and salinity. Laboratory experiments designed to investigate mechanisms of cadmium accumulation demonstrate that an inducible cadmium binding protein, similar to metallothionein, is present in the American oyster.”

Reference 9: “Bioaccumulation of Cadmium in Marine Organisms,” Ray, S. (Abstract): “It has been established that, although Cd occurs in the marine environment in only trace concentrations, most marine organisms, especially molluscs and crustaceans, can accumulate it rapidly. Cadmium is not uniformly distributed in the body and selectively accumulates in specific organs like liver, kidney, gills, and exoskeleton. The concentrations in muscle tissues are several orders of magnitude lower. The disposition of Cd in the organisms in the laboratory studies generally parallels those in nature. A number of biotic factors like body size, maturity, sex, etc. influence bioaccumulation but extensive studies are still lacking. The chemical form of Cd in the environment is of prime importance in bioaccumulation by marine organisms. Salinity can affect the speciation of Cd, and bioaccumulation is affected by both temperature and salinity. The ultimate level of Cd in the organisms will depend not only on the biotic and abiotic factors but also on metabolism of the metal by the organisms.... Much of what is known about Cd bioaccumulation by marine organisms has come from laboratory studies and there are inherent dangers in trying to extrapolate the results to field situations. In spite of tremendous progress made over the years, the basic understanding of the bioaccumulation process is still very nebulous and will remain so until the uptake, storage, and elimination processes are fully understood.”

Reference 10. “The comparison of heavy metal accumulation ratios of some fish species in Enne Dame Lake (Kütahya/Turkey).” Uysal, K., et. al. (Abstract): “The metal accumulation levels for muscle, skin, gill, liver and intestine tissues of some Cyprinidae species

(*Carassius carassius*, *Condrostoma nasus*, *Leuciscus cephalus* and *Alburnus alburnus*) in Enne Dame Lake (Kütahya/Turkey), which is mostly fed by hot spring waters, were investigated.... . In all tissues and the species, while the bioaccumulation factors (BAFs) of Mn, Zn, Fe and Cu were remarkably high, the BAFs of Mg, Cr, Co, and B were also fairly low or none. Although the heavy metal accumulation levels for the muscle were generally lower than other tissues, there were some exceptions. Cd level in the muscle of *C. carassius* was higher than the permissible limit stated by Turkish legislation, FAO and WHO.”

Reference 11. “Health Effects of Cadmium Exposure...,” Järup, L. et. al. (Abstract): “The diet is the main source of cadmium exposure in the Swedish nonsmoking general population. ... It has been shown that a high fiber diet and a diet rich in shellfish increase the dietary cadmium intake substantially. Cadmium concentrations in agricultural soil and wheat have increased continuously during the last century. At present, soil cadmium concentrations increase by about 0.2% per year. Cadmium accumulates in the kidneys. Human kidney concentrations of cadmium have increased several fold during the last century.... In general, women have higher concentrations of cadmium in blood, urine, and kidney than men. The population groups at highest risk are probably smokers, women with low body iron stores, and people habitually eating a diet rich in cadmium. According to current knowledge, renal tubular damage is probably the critical health effect of cadmium exposure, both in the general population and in occupationally exposed workers. Tubular damage may develop at much lower levels than previously estimated, as shown in this report.... Even if the population average kidney concentration is relatively low for the general population, a certain proportion will have values exceeding the concentration where renal tubular damage can occur. It can be estimated that, at the present average daily intake of cadmium in Sweden, about 1% of women with low body iron stores and smokers may experience adverse renal effects related to cadmium. If the average daily intake of cadmium would increase to 30 micrograms/day, about 1% of the entire population would have cadmium-induced tubular damage. In risk groups, for example, women with low iron stores, the percentage would be higher, up to 5%. Both human and animal studies indicate that skeletal damage (osteoporosis) may be a critical effect of cadmium exposure.”

Reference 12. “Current Status of Cadmium as an Environmental Health Problem,” Järup, L., & A. Akesson. (Abstract). “Cadmium is a toxic metal occurring in the environment naturally and as a pollutant emanating from industrial and agricultural sources. Food is the main source of cadmium intake in the non-smoking population. The bioavailability, retention and toxicity are affected by several factors including nutritional status such as low iron status. Cadmium is efficiently retained in the kidney (half-time 10-30 years) and the concentration is proportional to that in urine (U-Cd). Cadmium is nephrotoxic, initially causing kidney tubular damage. Cadmium can also cause bone damage, either via a direct effect on bone tissue or indirectly as a result of renal dysfunction. After prolonged and/or high exposure the tubular injury may progress to glomerular damage with decreased glomerular filtration rate, and eventually to renal failure. Furthermore, recent data also suggest increased cancer risks and increased mortality in environmentally exposed populations. Dose-response assessment using a variety of early markers of kidney damage has identified U-Cd points of departure for early kidney effects between 0.5 and 3 microg Cd/g creatinine, similar to the points of departure for effects on bone. It can be anticipated that a considerable proportion of the non-smoking adult population has urinary cadmium concentrations of 0.5 microg/g creatinine or higher in non-exposed areas. For smokers this proportion is considerably higher. This implies no margin of safety between the point of departure and the

exposure levels in the general population. Therefore, measures should be put in place to reduce exposure to a minimum, and the tolerably daily intake should be set in accordance with recent findings.”

Reference 13. “Cadmium exposure in the population: from health risks to strategies of prevention,” Nawrot, TS., et. al. (Abstract): “We focus on the recent evidence that elucidates our understanding about the effects of cadmium (Cd) on human health and their prevention. Recently, there has been substantial progress in the exploration of the shape of the Cd concentration-response function on osteoporosis and mortality. Environmental exposure to Cd increases total mortality in a continuous fashion without evidence of a threshold, independently of kidney function and other classical factors associated with mortality including age, gender, smoking and social economic status. Pooled hazard rates of two recent environmental population based cohort studies revealed that for each doubling of urinary Cd concentration, the relative risk for mortality increases with 17% (95% CI 4.2-33.1%; $P < 0.0001$). Tubular kidney damage starts at urinary Cd concentrations ranging between 0.5 and 2 μg urinary Cd/g creatinine, and recent studies focusing on bone effects show increased risk of osteoporosis even at urinary Cd below 1 μg Cd/g creatinine. The non-smoking adult population has urinary Cd concentrations close to or higher than 0.5 μg Cd/g creatinine. To diminish the transfer of Cd from soil to plants for human consumption, the bioavailability of soil Cd for the plants should be reduced (external bioavailability) by maintaining agricultural and garden soils pH close to neutral (pH-H₂O of 7.5; pH-KCL of 6.5). Reducing the systemic bioavailability of intestinal Cd can be best achieved by preserving a balanced iron status. The latter might especially be relevant in groups with a lower intake of iron, such as vegetarians, and women in reproductive phase of life. In exposed populations, house dust loaded with Cd is an additional relevant exposure route. In view of the insidious etiology of health effects associated with low dose exposure to Cd and the current European Cd intake which is close to the tolerable weekly intake, one should not underestimate the importance of the recent epidemiological evidence on Cd toxicity as to its medical and public health implications.”

Reference 14. “Cadmium Linked to Breast Cancer, “ Brown, Anthony”: “Women with the highest levels of cadmium in their urine have more than a two-fold higher risk of breast cancer than women with the lowest levels, according to a new study. However, further studies are needed to determine if these elevated levels are a cause or effect of breast cancer. Although cadmium, a heavy metal, has been classified as a probable cancer-causing substance by the US Environmental Protection Agency, until now no human studies have investigated its link with breast cancer.”

Reference 15. “Health concerns of consuming cockles (*Cerastoderma edule* L.) from a low contaminated coastal system,” Figuera E., et. al. (Abstract): “Commercial and recreational harvesting of shellfish within the coastal systems is usually very extensive. Since these ecosystems are frequently subjected to contamination, namely from agricultural, urban and industrial activities, and shellfish generally display a high capacity to bioaccumulate metals, populations may be at risk in terms of toxic metal exposure as a consequence of the harvesting and ingestion of near shore coastal marine organisms.”

Reference 16. “Sea ducks and aquaculture: the cadmium connection,” Bendell LI. (Abstract): “Elevated concentrations of cadmium have been reported in the kidneys of sea ducks that forage along the Pacific Northwest, and cadmium has been postulated as a possible cause of population declines. The blue mussel (*Mytilus* spp.) which occurs in dense numbers on aquaculture

structures and are a primary prey item for sea ducks also contain elevated cadmium concentrations. To determine if foraging on mussels associated with aquaculture structures could pose a toxicological risk to sea ducks, amounts of cadmium ingested per body weight per day by a representative sea duck species, the surf scoter (*Melanitta perspicillata*), were estimated and compared to the reported avian cadmium NOAEL (no observable adverse effect level) and LOAEL (lowest observable adverse effect level). Results indicate that in some locations within the Pacific Northwest, sea ducks could be exposed to toxicologically significant levels of cadmium associated with mussels foraged from aquaculture structures. This raises the possibility that such exposure could be contributing to observed population declines in these species.”

Reference 17: “Toxicity of cadmium to six species in two genera of crayfish and the effect of cadmium on molting success,” Wigginton, AJ, and Birge W J. (Abstract): “Nine acute (96-h) toxicity tests were conducted on six species of crayfish (Cambaridae). Six tests focused on adults, and three tests examined juveniles.... Crayfish sensitivity to Cd varied by a factor of nine among species tested as adults and by a factor of 17 among species tested as juveniles. Molting was a sensitive life stage for crayfish. Most individuals that molted shortly before or during exposure to Cd died, whereas all controls that molted in the adult assays survived. Because molting is a sensitive, recurring life-cycle event, molting individuals should be included in toxicological analysis despite some contrary recommendations.”

Reference 18: “Cadmium Hazards to Fish, Wildlife, and Invertebrates...,” Eisler, Ronald (Summary): “Cadmium contamination of the environment is especially severe in the vicinity of smelters and urban industrialized areas. There is no evidence that cadmium, a relatively rare heavy metal, is biologically essential or beneficial; on the contrary cadmium is a known teratogen and carcinogen, a probable mutagen, and has been implicated as the cause of severe deleterious effects on fish and wildlife. The freshwater biota is the most sensitive group; concentrations of 0.8 to 9.9 ug Cd/L (ppb) in water were lethal to several species of aquatic insects, crustaceans, and teleosts, and concentrations of 0.7 to 570 ppb were associated with sublethal effects such as decreased growth, inhibited reproduction, and population alterations.... Freshwater and marine aquatic organisms accumulated measurable amounts of cadmium from water containing Cd concentrations not previously considered hazardous to public health or to many species of aquatic life; i.e., 0.02 to 10 ppb. ... It is now conservatively estimated that adverse effects on fish or wildlife are either pronounced or probably when cadmium concentrations exceed 3 ppb in fresh water, 4.5 ppb in saltwater, 100 ppb in the diet, or 100 g Cd/m³ in air.”

X. Partial Bibliography:

“Acute Toxicity of Copper, Cadmium, and Zinc to Larvae of the Crab *Paragrapsus quadridentatus* (H. Milne Edwards), and Implications for Water Quality Criteria.” M. Ahsanullah and G.H. Arnott. *Australian Journal of Marine and Freshwater Research* 29 (1) 1 – 8.

“Bioaccumulation of Cadmium in Marine Organisms.” [Frazier JM.](#) *Environ Health Perspect.* 1979 Feb; 28:75-9. PMID: 488051.

“Bioaccumulation of Cadmium in Marine Organisms.” [Ray S.](#) *Experientia Suppl.* 1986; 50:65-75. PMID: 3525217.

“Cadmium Exposure and Breast Cancer Risk.” McElroy, Jane, Martin M. Shafer, Amy Trentham-Dietz, John M. Hampton, and Polly A. Newcomb. *Journal of the National Cancer Institute*, June 21, 2006. Pp. 869-73.

“Cadmium Exposure in the Population: From Health Risks to Strategies of Prevention.” [Nawrot TS, Staessen JA, Roels HA, Munters E, Cuypers A, Richart T, Ruttens A, Smeets K, Clijsters H, Vangronsveld J.](#) *Biometals.* 2010 Oct; 23(5): 769-82. Epub 2010 Jun 3. Source: Centre for Environmental Sciences, Hasselt University, Diepenbeek, Belgium. PMID: 20517707.

Cadmium Hazards to Fish, Wildlife, and Invertebrates: A Synoptic Review. Eisler, Ronald. Biological Report 85(1.2), July 1985. Contaminant Hazard Reviews Report No. 2. Patuxent Wildlife Research Center, US Fish and Wildlife Service, Laurel, MD, 1985.

“Cadmium in Shellfish: The British Columbia, Canada Experience--A Mini-Review.” [Bendell LI.](#) *Toxicol Lett.* 2010 Sep 15; 198(1): 7-12. Epub 2010 Apr 24. Source: Department of Biological Sciences, Simon Fraser University, Burnaby, BC, Canada. PMID: 20417697.

“Cadmium Toxicity Among Wildlife in the Colorado Rocky Mountains.” James R. Larison, Gene E. Likens, John W. Fitzpatrick & J. G. Crock. *Nature* 406, 181-183 (13 July 2000). PMID: 10910356.

“Cadmium Toxicity to Three Species of Estuarine Invertebrates.” Gerald G. Pesch, Nelson E. Stewart. *Marine Environmental Research*, Vol. 3, Issue 2, April-June 1980, Pages 145-156.

“Chapter PQ: Coal Quality and Geochemistry, Powder River Basin, Wyoming and Montana.” G. D. Stricker and M. S. Ellis. In US Geological Survey Professional Paper 1625-A. <http://pubs.usgs.gov/pp/p1625a/Chapters/PQ.pdf>.

“The Comparison of Heavy Metal Accumulation Ratios of Some Fish Species in Enne Dame Lake (Kütahya/Turkey).” [Uysal K, Köse E, Bülbül M, Dönmez M, Erdogan Y, Koyun M, Omeroglu C, Ozmal F.](#) *Environ Monit Assess.* 2009 Oct;157(1-4):355-62. Epub 2008 Oct 9. Source: Department of Biology, Faculty of Arts and Sciences, Dumlupinar University, 43100, Kütahya, Turkey. PMID: 18843546.

“Critical Soil Concentrations of Cadmium, Lead, and Mercury in View of Health Effects on Humans and Animals.” [de Vries W, Römkens PF, Schütze G.](#) *Rev Environ Contam Toxicol.* 2007; 191:91-130. Source: Alterra, Wageningen University and Research Centre, Droevendaalse steeg 4, Atlas 104, P.O. Box 47, NL-6700 AA Wageningen, The Netherlands. PMID: 17708073.

“Current Status of Cadmium As an Environmental Health Problem.” [Järup L, Akesson A.](#) *Toxicol Appl Pharmacol.* 2009 Aug. 1; 238(3): 201-8. Epub 2009 May 3. Source: Department of Epidemiology and Public Health, Imperial College London, London, UK. PMID: 19409405.

“Exploring Spatial and Temporal Variations of Cadmium Concentrations in Pacific oysters from British Columbia.” Feng CX, Cao J, Bendell L. Source: Department of Statistics and Actuarial Science, Simon Fraser University, Burnaby, British Columbia V5A 1S6, Canada
Department of Biological Sciences, Simon Fraser University, Burnaby, British Columbia V5A 1S6, Canada. © 2010, The International Biometric Society.

“Geochemical Survey and Metal Bioaccumulation of Three Bivalve Species (*Crassostrea gigas*, *Cerastoderma edule* and *Ruditapes philippinarum*) in the Nord Medoc salt marshes (Gironde estuary, France).” Baudrimont M, Schäfer J, Marie V, Maury-Brachet R, Bossy C, Boudou A, Blanc G. *Sci Total Environ*. 2005 Jan 20; 337(1-3): 265-80. Source: Laboratoire d'Ecophysiologie et Ecotoxicologie des Systèmes Aquatiques, LEESA, University Bordeaux 1/UMR CNRS 5805 EPOC, Place du Dr B. Peyneau, 33120 Arcachon, France. PMID: 15626396.

“Hazards of Heavy Metal Contamination.” Järup, Lars (Department of Epidemiology and Public Health, Imperial College, London, UK). *British Medical Bulletin*, Vol. 68 (2003). Pp. 167-82.

“Health Concerns of Consuming Cockles (*Cerastoderma edule* L.) From a Low Contaminated Coastal System.” Figueira E, Lima A, Branco D, Quintino V, Rodrigues AM, Freitas R. *Environ Int*. 2011 Jul;37(5):965-72. Epub 2011 Apr 20. Source: CBC (Centre for Cell Biology), Departamento de Biologia, Universidade de Aveiro, 3810-193 Aveiro, Portugal. PMID: 21507485.

“Health Effects of Cadmium Exposure--A Review of the Literature and a Risk Estimate.” Järup L, Berglund M, Elinder CG, Nordberg G, Vahter M. *Scand J Work Environ Health*. 1998; 24 Suppl 1:1-51. Source: Department of Environmental Health, Norrbacka, Karolinska Hospital, Stockholm, Sweden. PMID: 9569444.

“Sea Ducks and Aquaculture: The Cadmium Connection.” Bendell LI. *Ecotoxicology*. 2011 Mar; 20(2): 474-8. Epub 2010 Dec 12. Source: Department of Biological Sciences, Simon Fraser University, Burnaby, BC, Canada. PMID: 21153700.

The Toll from Coal: An Updated Assessment of Death and Disease from America's Dirtiest Energy Source. Schneider, Conrad and Jonathan Banks. Boston, MA. Clean Air Task Force. September 2010.

“Toxicity of Cadmium to Six Species in Two Genera of Crayfish and the Effect of Cadmium on Molting Success.” Wigginton AJ, Birge WJ. *Environ Toxicol Chem*. 2007 Mar;26(3):548-54. Source: University of Kentucky, 101 TH Morgan Building, 675 Rose Street, Lexington, Kentucky 40506-0225, USA. PMID: 17373521.

(Note: The Scientific Background, the Numbered References, and the Bibliography for this scoping comment were contributed by Paul F. Torrence, Professor of Chemistry Emeritus, Northern Arizona University, and formerly Chief of Biomedical Chemistry, National Institutes of Health (retired).)

Surface Transportation Board

Incoming Correspondence Record



#EI-19316

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Robert Stang	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.

- 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-19317

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Bonnie and Doug Rohrer	Date of Letter:	01/05/2013
Group:	Power Past Coal		

Submitter's Comments

Mr Ken Blodgett,

Our interest is the interest of all the people who condemn this coal train idea. Even if there were no environmental risks or dangers, the carbon dioxide coming back on the jet stream as the coal is burned in China and other Asian countries would overwhelm the Pacific Ocean and kill off all the shore life here in the Northwest. Ocean acidification would take place at a much higher rate than is going on now, and the eel beds and herring beds would be inundated with coal soot from the burning, killing the smaller creatures that feed the bigger ones.

And Dr Kappan, sharer of the Nobel Prize, states that by the time the coal terminals are up and running, the Chinese will be using solar and wind power and will no longer need our coal. WHere does that leave the terminals and railroad infrastructure? Let's follow that example. Invest in the future, not the past where in doing so we will all suffer from the blowback of these coal trains.

Thank you.

Bonnie and Doug Rohrer

Surface Transportation Board



Incoming Correspondence Record

#EI-19318

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Lyle Anderson	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.

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-19319

Correspondence Information

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

Submitter's Comments

Developing new rail lines through the Tongue River Valley so more coal can be shipped to China is ridiculous. Someone must consider the environmental degradation that will occur in Montana, Washington, China. Next the pollutants blow back across the ocean to pollute the air in WA, Mt etc with lead and Mercury. Please vote for the survival of the planet. Individual decisions such as allowing a new rail line and shipping coal to China has a cumulative effect and our survival as a species is at stake.

Surface Transportation Board

Incoming Correspondence Record



#EI-19320

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Miriam Duerr	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 an organization to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company, which intends to sell the coal to China and other Asian countries.
- Impacts on property values: The project would devalue property and infringe on property rights. This railroad will cause pollution (both air and soil from spills) and 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 in both air and soil from spills. 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 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-19321

Correspondence Information

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

Submitter's Comments

Dear Mr. Blodgett,

I am writing with grave concerns about the proposed Tongue River Railroad which will carry Montana coal to west coast ports for energy production in China. I have lived in Montana for over 20 years, and I have seen the consequences of resource extraction over the last hundred years or so. We have just completed the largest Superfund project in the country: removing huge amounts of sediment tainted with heavy metals from the Clark Fork River, the result of years of copper and gold mining upriver

Now we are faced with a proposed coal mine in Otter Creek. It will destroy healthy sustainable ranch communities and the surrounding pristine environment (I have been there and it is a gorgeous area). The proposed Tongue River Railway will carry this coal to west coast ports and winds through a biologically rich area which is relatively undisturbed.

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.

The project would devalue property and infringe on property rights. This railroad will cause fires, spread weeds, and will make ranching and farming more difficult and expensive. It will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.

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.

Taxes will go up for residents along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially in many parts of Montana 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.

I am most concerned about the global impacts of mining coal and selling it to power plants in China. We all realize that global warming is threatening our societies worldwide. If you have children, surely you must understand the lunacy of adding more CO2 to the atmosphere when we know we have already gone beyond what many scientists feel is a tipping point (the inevitable 4 degree rise in average global temperatures). Longer fire seasons, less snow pack, and hotter drier summer weather are already being felt here in Montana and throughout the west.

Please do the right thing for our collective future and deny the permit for the Tongue River Railroad.

Sincerely,
Anne Greene

Surface Transportation Board



Incoming Correspondence Record

#EI-19322

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	MaryAnn Seward	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-19323

Correspondence Information

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

Submitter's Comments

Deny the coal permit

Surface Transportation Board



Incoming Correspondence Record

#EI-19324

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Chris Bast	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-19325

Correspondence Information

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

Submitter's Comments

The environmental impact statement for the proposed Tongue River Railroad will need to address the elephant in the room, i.e. why American communities must suffer the degradation of our lands and economy for the benefit of China. 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.

Range fires and noxious weeds follow railroad lines; Montana is a prime suspect in the spread of spotted knapweed, we already ban hay exports from that state because of it. Every summer we have field and range fires started by trains. We don't need more so that China can get our coal. This railroad will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river.

- Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. As you may or may not know, many of these populations, especially birds, are in trouble due to habitat loss and degradation. The environmental impact statement should address the likely effects of pushing any species to the brink of endangered listing, which would further impact the local citizenry and economy. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade hunting and fishing, and associated economies of the region.

In short, we in the West are getting more and more tired of the rape of the environment to line the pockets of industry. The planet is in trouble and coal is a big contributor. Let's not wreck more of the last best places to hasten its collapse.

- 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. FEMA is already broke...the budetary implications of flooding needs to be added to the cost/benefit analysis of this proposal.

- Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City, not to mention the residents and wildlife in the area. What will be the impact on the migration and breeding opportunities of the wildlife? Further, the deer and elk kill on our highways in winter is ghastly in Montana as they use them as routes easier to navigate than the deep snow. Will the same be true of the train tracks? High banks of snow trapping them on the tracks as it does on the highways in winter? Fish and game should participate in the analysis of the impact of this proposed railroad on the herds already impacted by habitat loss and wolf/grizzly predation.

- 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 folks closer to the coastal ports are also screaming about the impact of increased rail traffic not only for coal but also for oil which is being transported more and more by train traffic. Are you all looking at the big picture of impacts, or just one project at a time?

Last but not least, The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. We are rapidly approaching what may be a climatic tipping point. Coal should stay in the ground until we figure out a way go burn it without burning up the planet. What's the rush? China can and should get its act together without wrecking Montana, Idaho, Washington in the process. Hope you're really out there listening and thinking. Cheers!

In short, we in the West are getting more and more tired of the rape of the environment to line the pockets of industry. The

planet is in trouble and coal is a big contributor. Let's not wreck more of the last best places to hasten its collapse.

Surface Transportation Board



Incoming Correspondence Record

#EI-19326

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Jenn Dean	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-19327

Correspondence Information

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

Submitter's Comments

In my town these trains would run between the waterfront where our senior center is located and town, where emergency services are located. A stalled train could cause someone their life!

Also China has access to coal from Mongolia....

what will happen to the terminals when they stop wanting coal from the US?

Surface Transportation Board

Incoming Correspondence Record



#EI-19328

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Zena Hartung	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- The proposed railroad does not meet this standard

IMPACTS ON PROPERTY VALUES- the proposed railroad will cause fires, spread weeds, devalue especially waterfront property and will make ranching and farming more difficult and potentially harm the communities where the train passes

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.

NOISE- Forget "quiet enjoyment" with a constant trail of trains!

INFRASTRUCTURE AND TRAFFIC: TAXES will rise on communities along the rail lines and traffic delays and pollution will abound

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-19329

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Unknown	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-19330

Correspondence Information

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

Submitter's Comments

The proposed Tongue River Railroad line comes too late in the evolution and development of this precious valley. Viable alternatives exist for the applicant to transport its product. Please don't permit more of their 19th century infrastructure for a need that will not exist in a few decades. Thank you.

Surface Transportation Board



Incoming Correspondence Record

#EI-19331

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Aaron Blake	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.

Laura M. Ohanian
P.O. Box 811
Eugene, OR 97440

January 5, 2013

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

re: Docket No. FD 30186

Dear Mr. Blodgett:

I strongly oppose the proposed Tongue River Railroad, as I feel we should be focusing on developing alternative energy solutions, not mining and transporting our dirty coal across the ocean so it can be burned in Asia. If this unnecessary project must go through the evaluation process, its environmental impact statement must analyze the following:

§ **Public convenience and necessity:** This proposed railroad is certainly 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 particularly riverfront property, make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and will shift the liability of train crossings to landowners.

§ **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations, as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it 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 in 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, and the only way to live with this increased traffic will require expensive overpasses and safety crossings, which are paid for primarily by local taxpayers.

Coal that should simply stay in the ground will, as a result of the Tongue River Railroad, be allowed to be burned in dirty Chinese plants, fueling 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 within China to the plants. This project is a lose-lose-lose proposition for everyone and everything – except the wealthy, for whom “enough is [never] enough.”

Sincerely,

Laura M. Ohanian

Surface Transportation Board



Incoming Correspondence Record

#EI-19333

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Kathleen Beavin	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.

Thank you for your time.

Sincerely,

Kathleen Beavin

Surface Transportation Board



Incoming Correspondence Record

#EI-19334

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Karin Granstrom	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-19335

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Linda D. Smith	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-19336

Correspondence Information

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

Submitter's Comments

The long-term environmental impact of this project is not worth the short-term financial gain of a small group of people. Please try to keep in mind the larger perspective when making decisions that affect communities, regions, nations, and the health of the planet.

Surface Transportation Board

Incoming Correspondence Record



#EI-19337

Correspondence Information

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

Submitter's Comments

It is unreasonable and inappropriate to ignore the very real risk to our health which would be caused by the transportation of coal through our area in order to achieve more greedy corporate profit.
It is unacceptable !

Surface Transportation Board



Incoming Correspondence Record

#EI-19338

Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Rock Hoyer	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.