

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19339

### Correspondence Information

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

### Submitter's Comments

I am against mining and shipping coal. I am against building or using railroads or shipping terminals. Coal is very polluting and would cause sickness and environmental damage. •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,  
James Groat

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19340

### Correspondence Information

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

### Submitter's Comments

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

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

**Public convenience and necessity:** This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

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Sincerely,  
Mrs. Basey Klopp  
Bend, Oregon

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19341

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Barbara F. Ray	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.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19342

### Correspondence Information

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

### Submitter's Comments

Considering all that is known regarding greenhouse gas emissions to our atmosphere and the lethal effect they will have on our planet, it is outrageous that huge increases in coal export and burning are being proposed. I strongly oppose the the new coal port being planned for the Bellingham area. That the port itself would disturb a valuable and sensitive area is reason enough to abandon the project, but the environmental havoc of further reliance on coal when all human effort should be directed to alternative energy sources, makes the coal port unacceptable. Please DO NOT give any approval of any kind to the coal port project. Bob Scott

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19343

### Correspondence Information

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

### Submitter's Comments

I oppose building this coal-hauling line, based on several environmental threats it would cause. The coal dust from transport and diesel exhaust are pollution hazards for the earth and for the people and creatures who breathe along the line's path. Train noise and increased traffic inconveniences would also negatively impact quality of life.

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.

Please do not go forward with this project.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19344

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Alice Shapiro	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" and therefore is not qualified 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 likely cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river and 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. Developing the infrastructure to try to live with this increased traffic will require expensive over passes and safety crossings which would be financed 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-19345

### Correspondence Information

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

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

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

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19346

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Jere C. Rosemeyer	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

The application by Arch Energy for eminent domain rights in its Tongue River Railroad proposal does not meet the public convenience and necessity requirement. It will only serve to accelerate global overheating which, of course, is extremely hazardous to the public. Here in Oregon it will result in sea level rise and dangerous decrease in the Cascade snow pack. Please deny the proposal.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19347

### Correspondence Information

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

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Thank you,  
Terry Wissler

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19348

### Correspondence Information

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

### Submitter's Comments

please don't sacrifice this beautiful ecosystem....

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19349

### Correspondence Information

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

### Submitter's Comments

We (the informed) have been trying to reduce greenhouse gas emissions on a state and national level. Facilitating more and more burning of coal (the major contributor to global GHG pollution) shifts the pollution sources out-of-sight. This serves only to exacerbate the problem. Enough already! Don't do ANYTHING to encourage more pollution! We may escape the consequences of our inaction but our future generations won't. As it's been said, we should leave those that follow us a better world not one that our short-sighted interests have depleted.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19350

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Lorraine D. Johnson	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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

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

- Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
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- Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19351

### Correspondence Information

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

### Submitter's Comments

I have many problems with this proposal. We as a country need to stop using coal and for sure not let China have more coal. China's pollution currently is making sunsets in the west red. That is from pollution of coal. Not good for our health. Secondly the coal dust from coal trains are uncontrollable. The company can not cover the trains and over 1000 pds of dust will cover the trains path from Montana to the west coast. This is not acceptable to our environment, or health and the possibility of fire to communities along the track.

I know the project will create jobs, but not sustainable jobs that in ten years we will be paying the consequences for our actions.

Please Mr Blogett stop this project for your kids and mine.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19352

### Correspondence Information

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

### Submitter's Comments

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

**Public convenience and necessity:** This proposed railroad is not for the "public convenience and necessity" which is what is required for power of eminent domain and condemnation authority. This railroad would serve 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, 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 the landowner.

**Wildlife:** The Tongue River Valley is rich in wildlife habitat and wildlife. Industrializing this valley with a railroad and the coal strip mine will seriously degrade that habitat.

**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 trains will ruin the quiet nearby recreation areas near Miles City.

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

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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19353

### Correspondence Information

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

### Submitter's Comments

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

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

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19354

### Correspondence Information

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

### Submitter's Comments

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

To allow environmental degradation to further this project of shipping coal for overseas export, which project in itself poses serious threats to the overall global environment makes no sense unless one values the greed of those who will profit.

Respectfully,

John P. Nettleton  
 Veteran, Parent, Concerned Citizen

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

\* Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

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# Surface Transportation Board

## Incoming Correspondence Record

#EI-19355

### Correspondence Information

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

### Submitter's Comments

Keep coal out of Bellingham. It doesn't belong here.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19356

### Correspondence Information

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

### Submitter's Comments

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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19357

### Correspondence Information

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

### Submitter's Comments

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.

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Thank you,  
April Taylor

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19358

### Correspondence Information

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

### Submitter's Comments

I am writing to request that you please include the following when addressing Air Quality and Human Health resulting from the shipment of coal:

1. Appropriately and accurately estimate air pollutant concentrations as a function of distance from railways. What are diesel emissions exposures based on close proximity and distant proximity to railways.
2. Estimate air pollutant concentrations under normal and poor air mixing conditions (such as temperature inversions).
3. Estimate health impacts for those most exposed and susceptible (for example, the elderly, children, people with suppressed immune systems, and pregnant women). Please also look at subclinical risks, (such as high blood pressure, enlarged left ventricular hypertrophy, diabetes): examine the extent to which these are exacerbated by chronic or acute exposure, and how does proximity to railways influence these risk factors?
4. Please take into account disparity in those who will be most affected (for example, those who work, live, and go to school closest to the railways).
5. Please investigate the chemicals, listed as "nano particles," that are proposed to be sprayed on the coal to "mitigate" coal dust. What are these chemicals? What health impacts do they have? Do we want them in our ground water, our air? How effective are they at decreasing coal dust?
6. Please determine the impacts of the 48 million tons of coal being shipped to China and burned with limited or no pollution control devices. How much more mercury will end up in our shared oceans? How much will end up in the air that we breathe? How will this impact our warming planet? We cannot pretend that once this commodity product is shipped off our shores that it will no longer impact us.
7. Please consider a no-action alternative to this proposal. What kind of air quality and overall health would we enjoy if this route never exists? Could we instead work toward cleaner air, less emissions, more efficient energy, cleaner water, and improve health? These are things I currently work toward in my individual daily actions and choices. Air pollution has been improving across the US over the past 30 years. Would a no-action alternative keep us moving in that direction?

I appreciate your time and consideration. I do not envy your work, but I implore you to please look into this issue as deeply and thoroughly as possible. My health, the health of my family, the health of my community, and the health of future generations depend on it.

Thank you,

Jessie

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19359

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	TA Anderson	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-19360

### Correspondence Information

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

### Submitter's Comments

Profits from this scam will only enrich the coal industries who have proven themselves corrupt to the max--plus the stuff will pollute the environment in Washington in spite of what those industries claim (which we can NEVER trust to be true), and the fumes from burning it in both China and Russia are guaranteed to blow back here as per normal wind currents. So, just who will gain from this mess anyway??????

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19361

### Correspondence Information

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

### Submitter's Comments

To those considering coal transport through Washington State:

Please consider keeping Washington ports, air and water free of coal pollution.

Having grown up in a coal port in NE Ohio, where filthy air and water, as well as lung disease, especially in the harbor area, seem rampant, a cleaner, safer environment was no small consideration when I relocated to Western Washington.

Try a Google Earth search of Ashtabula, Ohio, and take a good look at color of the water along the shoreline. The windowsills in the harbor area are quickly covered with soot, even inside the homes. Many have breathing problems.

In addition to obvious air/water/soil concerns, there is the huge issue of clogging already poor traffic patterns as long coal trains close RR intersections for inordinate lengths of time.

We need to face the fact that fossil fuels are dirty, expensive, dangerous, and passe. We need not to be transporting this filthy substance to other countries. I'm speaking as an RN, a mother, an asthmatic, a citizen.

Please keep coal trains out of Washington State.

Thanks you for your consideration.

JoAnn Keenan

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19362

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Arnold Jolles	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-19363

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Lina Church	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-19364

### Correspondence Information

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

### Submitter's Comments

I am opposed to the plan to build a railroad line for the purpose of stripping Montana coal, damaging the range and ranchlands, disturbing the environment and ecosystem of the plains, wasting tremendous resources to ship coal 1/2 way across the world, and supporting dirty coal burning facilities.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19365

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Robert Kenny and Julia Glover	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-19366

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Joseph M.Dunford	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.

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

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

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-19367

### Correspondence Information

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

### Submitter's Comments

I am AGAINST shipping coal through the West and on to Asia. As a matter of fact, I am AGAINST the continued use of coal at all. Accelerating destruction of the environment because of the continued use of fossil fuels is insane self-destruction. Let us stop participating in our suicide. But I must assume you've read the science and know this! Use that knowledge to help save us all. Thank you.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19368

### Correspondence Information

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

### Submitter's Comments

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

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19369

### Correspondence Information

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

### Submitter's Comments

Please do NOT permit Tongue River Railroad Company access to building a coal-hauling line through the Tongue River Valley. This long-proposed project renews its attempt to cut the valley in half, abusing the power of eminent domain to destroy good Montana ranchland in order to ship Montana coal to China. This proposal would impact property values, disrupt wildlife, cause flooding, and create noise that will ruin the quiet enjoyment of nearby recreation areas.

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-19370

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Gary T. Pederson	Date of Letter:	01/05/2013
Group:	No Coal Export		

### Submitter's Comments

As you are aware, the shipment of coal in open train cars, leaves a trail of environmental toxins. There is little purpose to build a new train line for this explicit purpose. Protecting our local and global environmental health is of utmost concern.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19371

### Correspondence Information

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

### Submitter's Comments

NIX Tongue River Railrd. Co. permit (destroy quiet pristine Tongue River Valley) for new line, for Arch Coal for China!!!  
This is clearly Not for 'Public convenience/  
necessity' or good! - Serves Arch Coal Only! Also  
would devalue property, nixes property rights, ^  
fires/weeds, degrade wildlife habitat/livelihoods,  
^ flooding/noise/pollution/climate change.  
Do your job - Protect Our Public lands, waters,  
wildlife, Rights & health! You work for citizens,  
Not industry, Not China! Disgusted! Tongue River Valley is a unique, spectacular, World Heritage  
Wilderness Area - Keep it that way!  
Your attention to this most urgent matter would be much appreciated by all present & future generations of all species.  
Thank you  
Lydia Garvey Public Health Nurse

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19372

### Correspondence Information

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

### Submitter's Comments

NO COAL EXPORT!!!

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19373

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Meryle A. Korn	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 jet stream will carry much of the pollution eastward to poison the Pacific Ocean and soil the air quality of Oregon, Washington, British Columbia and further. This in turn will raise the already high incidence of asthma among children, adults and elders living on the North American continent.

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-19374

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Joann Edmonds-Rodgers	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.

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-Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.

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

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

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I personally do not think this railroad stands the test of being environmentally sound. Please use all due diligence in conducting the environmental impact statement for the proposed Tongue River Railroad and take the serious environmental concerns of citizens whom this railroad will gravely affect into account.

Thank you.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19375

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Clayton Jones	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.
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Sincerely,

Clayton Jones

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19376

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/05/2013
Name of Sender:	Ron & Marci Moore	Date of Letter:	01/05/2013
Group:			

### Submitter's Comments

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

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

- Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19377

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Stephen Curry	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

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

**Public convenience and necessity:** This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19378

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	John Bosche	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

The EIS should study the effect of this proposed rail line on sage grouse. The impact criteria used should be consistent with federal rules regarding wind turbines and sage grouse leks. Federal rules promulgated by Fish & Wildlife do not allow wind turbines to be sited within 1 mile of a sage grouse lek. A similar rule should be applied to this rail line.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19379

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	John Bosche	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

This proposed rail line should be treated as a connected action with the mining, shipping, and burning of coal. The coal would not be mined, shipped, or burned "but for" this rail line. Therefore, the EIS should also consider the environmental impact of coal mining, effects of shipping the coal (including effects on marine flora and fauna, and the potential impacts of a shipping accident or spill), and the impact of burning the coal. The examination of the burning of the coal should consider wind currents that could potentially carry particulates from Asia back to the Northwestern United States. It should also include the impacts of burning this coal on global warming and any endangered species whose habitat is affected by global warming.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19380

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	John Bosche	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

The noise study associated with this EIS should consider the effects of infrasound, that is sound with frequency content below 20 Hz.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19381

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mike	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

"We are like tenant farmers chopping down the fence around our house for fuel when we should be using Nature's inexhaustible sources of energy — sun, wind and tide. ... I'd put my money on the sun and solar energy. What a source of power! I hope we don't have to wait until oil and coal run out before we tackle that." Thomas Edison In conversation with Henry Ford and Harvey Firestone (1931); as quoted in Uncommon Friends : Life with Thomas Edison, Henry Ford, Harvey Firestone, Alexis Carrel & Charles Lindbergh (1987) by James Newton, p. 31

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19382

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Cheri Carlson	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Why are we still considering COAL???? Have we not heard about global warming??? Or superstorm Sandy? Have you read about the melting of the polar ice cap? nice to have a northern passage I suppose, but no need to accelerate it, right??

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19383

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mildred Estrin	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Coal trains are a really bad idea. They impact the folks living along the routes, pollute the air, cause disease, disturb wildlife, dirty waterways and only bring profit to coal companies.

When you consider the "care" that big OIL has for the environment, you can visualize what big Coal will mean to environments that it degrades.

Please say "NO" to coal trains!

Sincerely,  
Mildred Estrin

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19384

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Gerry Milliken	Date of Letter:	01/06/2013
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-19385

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Joel Vancil	Date of Letter:	01/06/2013
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-19386

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Charlie Weiss	Date of Letter:	01/06/2013
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 required for eminent domain and condemnation authority. It is in fact a public inconvenience, and benefits not the public for the long term, but only one entity for the short term, Arch Coal.

**Impacts on property values:** The project would devalue property and infringes on property rights. This railroad would spread weeds, devalue property (especially riverfront property) by making ranching and farming more difficult and expensive, dividing ranch lands, separating fields from the river and would leave train-crossing liability to landowners. It would destroy the peace and tranquility of every property it passes through.

**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 would degrade this valuable resource.

**Flooding:** The railroad bed would dam natural drainages and worsen the flooding problems now experienced in Miles City in the winter with ice jams.

**Noise:** Trains will ruin the quiet enjoyment of all residents and wildlife, as well as nearby recreation areas near Miles City.

**Infrastructure and traffic:** Taxes would go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad would increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. Accommodating this traffic will require expensive traffic and safety infrastructure paid for primarily by local taxpayers.

The Tongue River Railroad would allow US coal to be burned in Asia, where the benefits will accrue, but we will all bear the costs of its global environmental footprint.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19387

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Gary	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Mr. Blogett,

It is almost shocking that this project would even be considered. The ultimate contribution to global climate change from the results of this project is just unconscionable.

Here are some salient points that the EIS should consider.

**Public convenience and necessity:** This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

**Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, 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 economic outfall, includes the scenario that enables Chinese companies to sell goods and materials in the US market at cheap prices, undercutting other American businesses. This is to the benefit of one company, Arch Coal. Arch Enemy Coal, I say! This is a watershed moment in human history - and the environmental impact statement must reflect this reality.

Regards.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19388

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Vincent Alvarez	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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.

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-19389

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Krystal Weilage	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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. Furthermore, this project would devalue property and infringes on property rights. The 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. In addition, 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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19390

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Martha Koester	Date of Letter:	01/06/2013
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

As a Seattle, WA resident, I am concerned about the impact these trains will have when they get to Seattle.

<http://www.seattle.gov/mayor/press/newsdetail.asp?ID=13226>

A proposed coal export terminal at Cherry Point in Whatcom County could lead to as many as 18 coal trains per day traveling through Seattle, bringing coal mined in Wyoming to the terminal for export to markets in Asia. The Seattle Department of Transportation commissioned Parametrix to study the impact of these trains on traffic and public safety in Seattle.

The study found that daily gate down times at railroad crossing would increase with coal train operations. The increase is dependent on the length of train, how fast it is travelling, and how many daily trains are scheduled.

In 2015, the estimated additional daily gate down time for coal trains could be 31 to 83 minutes. This could represent an increase in daily gate down time of approximately 18% to 49% at Broad Street and 15% to 39% at both Holgate and Lander Street.

In 2026, the estimated additional daily gate down time for coal trains could be approximately 67 to 183 minutes. This could represent an increase in daily gate down of approximately 39% to 108% at Broad Street and 31% to 86% at Holgate and Lander Streets.

In turn, vehicles could be lined up for a longer period of time at railroad crossings. Depending on the time between gate closures, vehicle queues may not fully dissipate before the next gate closing, meaning some drivers would have to wait for multiple trains to pass before being able to cross to the other side of the tracks.

The study also examined impacts to public safety, finding that blockage from the proposed coal trains would impact emergency vehicle trips to and from the waterfront. Blocked train crossings affect response time for fire responses, technical rescue groups, hazardous materials responses, and emergency medical responses where rapid response times are especially important. Delays would not only affect local area responses, but could also affect the ability to send more safety resources from one area of the city to another as needed.

Another finding of the study was that in the past 10 years, trains of all kinds were directly involved in a total of four collisions at Broad Street, Wall Street, and Holgate Street. A total of 127 improper crossings were recorded within a 24-hour period at the Broad Street, South Holgate Street, and South Lander Street crossings alone involving vehicles, bicycles and/or pedestrians. Improper crossings occur when vehicles, bicycles and pedestrians cross the tracks when the red lights start to flash or the railroad gates were down. This type of behavior could increase with more delays and could increase the potential for train collisions with vehicles, pedestrians, or bicyclists, and blocking incidents.

These issues come up everywhere these trains will go.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19391

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Gary S Pettis	Date of Letter:	01/06/2013
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-19392

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Jeanne Clausen	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

I think it is a disastrous idea to even consider transporting coal along the rivers or railways of Portland Oregon. This idea needs to be abolished, for the sake of the health of human beings living in this environment.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19393

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mary Belshaw	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19394

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Diane E George	Date of Letter:	01/06/2013
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 railroad 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-19395

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Michael Jessen	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

We must move toward a zero carbon society. Coal exports will not help.  
We have a moral obligation to future generations to lower greenhouse gas emissions. Coal exports will not help.  
We must preserve the environmental integrity of special places. A railroad exclusively for coal exports through the Tongue River Valley destroys property and wildlife values.  
Please do not approve this proposed railline.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19396

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Joni Zimmerman	Date of Letter:	01/06/2013
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-19397

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Jan Gordon	Date of Letter:	01/06/2013
Group:	Power Past Coal		

### Submitter's Comments

I live near rr tracks where 6 coal trains a day are currently passing and sitting at a siding below my house and near the proposed gateway terminal.

the disruption caused by the trains is terrible already and this could add to our misery. A new rail line thru pristin ranch and wildlife habitat will cause huge misery and disruption.

please study the effect n property values along the rail route.

please study the disruption of ranching activities in the area.

please study now wildlife areas will be degraded and loss of revenue as hunters and tourists flee the area.

please study the cost of this to taxpayers so arch coal can get rich.

please study what rail lines these trains will end up on as ours are already overloaded as is spokane and other cities.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19398

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Carol Gerl	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Is the U.S. going to lower its carbon output and actualize policies and behaviors to the decrease of carbon outputs globally or not? The single greatest threat to humanity is global warming. The Public has no interest in increasing global warming. The use of coal for energy must cease.

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-19399

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mark Hennon	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Don't wreck Montana to power up China

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.

Thanking you for your time and cooperation in this matter, I am,

Very truly yours,

--Mark Hennon

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19400

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mike Vandeman, Ph.D.	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

It's time to stop throwing good money after bad, and stop supporting more fossil fuel development and use. Not one more dime for coal or oil!

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19401

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Diane Dulken	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

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.

Thank you. Diane

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19402

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Ahwren Ayers	Date of Letter:	01/06/2013
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-19403

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Maureen Bo	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

I urge you do to everything in your power to stop the creation of the new coal line for Arch Coal. The destruction of farmland, property values, and increase in serious safety problems in Montana is just the beginning of the disaster this action would create. It also adds to the dangers of global warming and destruction which will cause horrendous destruction for human beings now and in the future. The impact is far beyond Montana. Some people actually love their children and grandchildren who will be left with the mess we are creating now.

Please act to stop the Tongue River Railroad expansion.

Maureen Bo

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19404

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Kay Fields	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

This project would contribute substantially to the use of coal from the US by foreign countries, most prominently China, and thus contribute to the rise in atmospheric carbon dioxide. It is the informed opinion of the climate research community, not including those sponsored by the energy and mining interests, that continuing or enabling the use of coal anywhere in the world will severely impact portions of the United States as well as all the other countries and regions threatened by global warming.

It is in the interests of the United States to oppose this rail project. I base this on my scientific background (chemistry and biology), my current reading in this field, and the opinions and warnings of the legitimate scientific community. You, too, should pay attention, for your role in public policy and science-based governmental decisions.

Sincerely,  
 Kay Fields PhD  
 kfields123@gmail.com.

I agree with the following statement:

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-19405

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Loren Willson	Date of Letter:	01/06/2013
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.

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**Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.

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

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

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

One burned in China, the coal particulates will blow back across the Pacific, deposit on North American snowfields, accelerate their melting speed, and further contribute to water shortages in the central Rockies and southwest. At the same time, mercury contamination from burned coal will enter the marine food chain rendering toxic may fish species that humans rely on for food.

Coal is a fuel we can no longer afford to use--the environmental and human health costs of facilitating its use by approving the Tongue River Railroad are prohibitive. Please take the long view and reject projects the promote coal extraction, transportation, and combustion.

Thank you.

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

#EI-19406

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Kayla Weiner	Date of Letter:	01/06/2013
Group:			

## Submitter's Comments

The idea of shipping coal 1/2 way around the world boggles my mind. The level of destruction to so much of the environment is un conscionable. I am writing as a former Montanan who wants to protect that state and as a Seattle-ite who fears for the dust I will be forced to breathe and the interference to transportation in my city. The only one who benefits is the coal industry. The rest are hurt.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19407

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Yoko Silk	Date of Letter:	01/06/2013
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-19408

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Denis Martynowych	Date of Letter:	01/06/2013
Group:	Sustainable West Seattle		

### 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 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.

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-19409

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Penny Russell	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

I am seeing so many decisions made that are detrimental to the environment and our way of life. As far as I can tell, the root of these decisions usually amounts to greed. When will we learn?

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19410

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	James C Roberts	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

We MUST move away from coal burning immediately for the sake of our children and future generations. Because of its widespread use, it is the worst of the worst in terms of global warming. 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 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 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.

**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.

**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.

Thank you.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19411

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Sarah Lannelli	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

**Public convenience and necessity:** This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

**Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.

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

**Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.

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

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

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# Surface Transportation Board



## Incoming Correspondence Record

#EI-19412

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Alexandra Loeb	Date of Letter:	01/06/2013
Group:	Climate Solutions		

### 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.

Sincerely, Alexandra Loeb

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19414

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mary Grace Brogdon	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Please do not allow this rail line to go through. It does not serve anyone but Arch Coal and their cronies. Moving dirty coal across 3 states and an ocean so it can be burned in Asia and waft pollution back across the Pacific makes no sense at all from an energy stand point and even less from an ecological perspective. Please keep that coal off the rails and don't try sending it through my state.

Sincerely,

Mary Grace Brogdon

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 effects of the diesel particulate and coal dust from the trains to the citizens that live in the communities along the rail line.**

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.

Not only will this railroad affect Miles City and surrounding areas, but all communities in its path. The increased train traffic from Montana through Washington will increase to about 30 trains each day.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19415

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Antonia E. Bailey	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Any progress of Arch Coal will be detrimental to our world. We cannot allow this to happen.

### Image Attachment(s)

[tongue river.docx](#)



[tongue river.docx](#)

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19416

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Russell Alexander	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Comments attached

Docket No. FD 30186

The Docket # does not fit in form above.

### Image Attachment(s)

[Tongue River Railroad.docx](#)[Tongue River Railroad.docx](#)

My name is Russell Alexander. I live just outside of Ashland, about a mile from the Tongue River on the side where the railroad is planned. Although I have not seen a detailed map, I do not expect the railroad to cross my property. However, I fully expect it to impact me greatly. The noise of the trains will be very apparent and I will have to cross the tracks every time I leave my home.

I fully accept my responsibilities as a citizen of Montana and the United States. Of course, I would rather not pay taxes but understand that as a citizen, I must share privileges and responsibilities with my fellow citizens. Sometimes it is necessary to give up something as an individual for the good of the whole. In the end we all benefit.

In the case of the Tongue River Railroad, there is no question that the environmental impact will be huge. It is impossible to drop a railroad carrying up to eight trains a day down in a pristine area like the Tongue River valley without immense impact on all of us who call this home. As a citizen, the question becomes, "For what will I and all those who live in the valley be giving up our quality of life?"

The answer is really very simple: everyone who lives in the Tongue River Valley will be giving up our life styles so that a single company, largely owned by non-Montanans can mine, and ship coal to China.

There is no need for this coal in the United States. The bottom has fallen out of the market. Mines are closing and electric generating plants are switching to natural gas- an abundant, relatively clean fuel.

Some argue that the railroad will provide a large number of jobs. While I have not seen accurate projections, it seems that, after construction is complete, the number of long-term jobs will be minimal- certainly not enough for those of us who live here to give up what we will have to give up.

This is not simply a question of "not in my backyard." Before, it became clear that all of the coal would be exported, I was undecided. I had to ask, "Is there a compelling national need?" It is now clear that there is no national need for this coal- quite the opposite.

I attended the hearing in Ashland. It was clear that there is no support for the construction of this railroad among those of us who will be most affected. I hope that our concerns will be taken into account when the time comes to choose between the needs of the Chinese and those of us who will pay the most.

Russell Alexander

20 Eagle's Nest Lane

Ashland, MT 59003

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19417

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Doug Balcom	Date of Letter:	01/06/2013
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-19418

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	James Paine	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Please consider the following reasons why is it important not to allow shipment of U.S. coal to Asia (where they won't suffer the consequences of it):

- 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.
- Jobs: More jobs will be destroyed for several generations from the shipping and use of coal than the jobs that are proposed to be made from the shipping of it.

Thank you for your time and effort on this important issue.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19419

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Dr. Sara Bhakti	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

[To protect my privacy, please do not publish my name and address in any public record.]

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.

As carbon emissions from coal contribute heavily to the earth's greatest environmental threat, global warming, the U.S. should in no way encourage the further development and use of coal in this or any other country.

Thank you for this opportunity to comment.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19421

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Arvia Morris	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

I believe the Environmental impact statement for the proposed Tongue river railroad needs to evaluate the public need for the rail road. The main driver to build the rail road is to ship coal from Western states to Asia. This enterprise will benefit coal companies at great cost to the public. First and for most the rail line will create multiple global and local hazards not general public benefits. Locally ranch lands will be divided and ranching will be much more difficult to operate. Air and water pollution from coal dust and accidents are a major concern. Noise pollution and interference with wildlife is a concern that needs to be investigated in the environmental impact statement. Globally, climate change and the use of fossil fuels is causing disruption to the atmosphere and disrupting food supplies globally and ranching in particular with increased drought, warmer winters etc. All these impacts need to be evaluated. I can not think of one public benefit that would justify construction of this rail line. Please include all these aspects in the environmental impact statement. People who want to have the rail line build say that if we don't build it here it will be built in Canada and no matter what Asia will one way or another burn all the coal. This is not a done deal. Solar and wind energy are becoming increasingly competitive commercially and if we invest in these forms of electricity generation we will have no driver to build rail lines for coal transport. Thus to capture the economic benefit of selling energy to Asia and create public benefit we need to invest government and private resources into solar and wind power.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19422

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	David Nelson	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Dear Mr. Blodgett,

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

**Public convenience and necessity:** This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

**Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.

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

**Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.

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

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

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

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19423

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Karen Alexander-Brown	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Pursuing expansion of distribution of the most egregious contributor to global warming, degradation of air, earth and water quality is not in the interest of Oregonians or anyone on this planet.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19424

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Michael Gary	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

The proposed Tongue River Railroad project is a bad idea on many levels. Why are government agencies selling out to corporations which will leave a legacy of pollution for future generations? This is wrong.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19425

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Carolyn E Koehline	Date of Letter:	01/06/2013
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-19426

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Marilyn Hill	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

I am writing in opposition to the proposed permit for the Tongue River railroad. As a Montanan, I feel that it is unfair to other Montanans, especially the ranchers and farmers whose property this proposal will impact. Hopefully the environmental impact statement will demonstrate the various harms that will likely affect people living or owning property along the railroad, such as:

increased taxes, loud noise, flooding, devaluation of property, traffic delays, diesel fumes, degradation of wildlife habitat, fires, shifting of liability to landowners, and infringement on property rights, to name a few.

Montanans as well as other United States citizens who are sportsmen use the resources of this area, and the industrialization of this area with a strip mine and a railroad to carry dirty coal will undoubtedly be of negative effect to the area and to the wildlife therein.

I understand that the power of eminent domain will have to be used in order to condemn the land necessary for this railroad to be built to begin the long shipment of this dirty coal to China. My hope is that when the environmental impact statement addresses this and brings forth the requirement of "public convenience and necessity" in order to condemn, the Surface Transportation Board will realize that this is an unfair and bad deal for Montana and in fact would be un-American to permit this for one coal company when it is hardly a necessity and certainly not a convenience to the public!

Please act responsibly and fairly in your decision-making, and take into strong consideration the best interests of Montana and our country, rather than the interests of one coal company and those of China. Thank you.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19427

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mary Rausch	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

Please do NOT allow coal trains in our state.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19428

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	E. Patricia Carp	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

No coal export from Washington or Oregon ports to China

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19429

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Timothy Manns	Date of Letter:	01/06/2013
Group:	Skagit Audubon Society		

### 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-19430

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Robin Rowedder	Date of Letter:	01/06/2013
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.

To the contrary, it impairs public convenience by interrupting the normal flow of traffic, including emergency vehicles (see below.)

- 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:

I have personally experienced extensive delays due to at-grade crossings in Seattle, WA cutting off our waterfront from the city center. Already delays that might prevent an ambulance from saving a life are not uncommon; I can only imagine the delays from mile-long laden coal trains.

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.

To:

Mr. Ken Blodgett

Surface Transportation Board

395 E Street, SW

Washington, D.C. 20423-0001

Note environmental filing: Docket No. FD 30186

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19431

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Lynne Oulman	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

Regarding the Tongue River Valley rail proposal my concerns are as follows: 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.

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

I am very concerned about the effluent run-off from coal train cars and from the very coal pile itself. You spray water on the terminal pile to keep the dust down, but the water eventually joins the life-giving water of the Salish Sea. What heavy metals will flood into those waters, routinely, and constantly..... mercury, lead, cadmium, selenium, arsenic, just to name a few!?

Then there is the run off from the coal train cars themselves. Yesterday we had a deluge and I thought about the amount of water cascading through the coal cars traversing my city and neighborhood. GPT has talked about using surfactants to mitigate the dust. Although surfactant does not truly do the job against dust, just what is this surfactant, and do we want it added to the coal car run-off along the tracks and from the terminal pile? I suggest the chemical stew added to our ground water and pouring into the Puget Sound will be harmful to all animals (humans included as well as all aquatic life).

I ask that you study all the chemicals found in coal and determine just what exactly these substances will do to our water (therefore our health and health of all living organisms)? What will they do to our ground water, our drinking water, and ultimately, the Puget Sound? People used to say that cigarettes did no harm. Then the fraud, and corporate manipulation of the public came to forefront. We are smarter now, and can hope not to be deceived. The science is out there and most of the nasty chemicals found in coal are "old hat." What we need is honest evaluation, with no bias given to money and power. We, the public look to you to safeguard our health and well-being and the well-being of our environment. Thank you for studying this foreseeable, significant, adverse Impact.



# Surface Transportation Board

## Incoming Correspondence Record



#EI-19432

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Lynne Oulman	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

Regarding the Tongue River Valley rail proposal my concerns are as follows: 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.

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

After spending many years in the classroom, around machinery, problem solving, I have learned the necessity and importance of being able to control one's sound environment. It has an enormous, important relationship with mental health and overall well-being for all living creatures. (There is research on the effect of noise on milk production in cows.) It seems too that there is a special relationship with getting older and the stress of noise. I personally suffer a great deal from blowing whistles and screeching brakes and wheels. I ask that you measure and quantify the noise increase that will certainly happen if you add 18 trains a day through our neighborhoods and towns.

Train noise is a foreseeable, adverse, and significant impact facing everybody along the entire train route. As things stand now, in summer you have to accept wrenching noise in trade off for fresh air. The train runs through our bedroom every night, and the noise is guaranteed. It interrupts sleep, causing chronic sleep deficit.

Train whistles blow inconsistently but regularly with each train that passes. If GPT gets permitted, my family shall probably leave because South Hill will continuously reverberate with screeching brakes and tooting horns. After awhile you cannot think, or enjoy a normal conversation, and you find the outdoor existence you so much treasured will no longer be pleasant or restoring. Noise is a killer and it will affect many in the community. Research torture methods, and constant noise will be found in the list.

Screeching brakes are a very special kind of torture. They hit randomly. At times the unexpected screech pitch is piercing. I

know from my husband that he has several days of tinnitus after an unexpected encounter with train screech. He carries earplugs with him, but usually the noise hits before he can make successful use of earplugs. With repeated occurrences, one's hearing is decimated, one screech at a time. You know why many train engineers have suffered hearing impairment... not hard to figure out.

Now imagine one train an hour going through your neighborhood, town, farm, and community. Many of us will leave. Who wants to live like this? Many who cannot leave will suffer disorders from sleep problems and constant interruption. You must measure noise, and quantify the costs: mental disorder, impaired hearing, people moving out, overall damage caused by noise. Add to these will be the doctor visits and general stress. Businesses will fail, and some companies will move away. (Visit the Lighthouse Mission area in downtown Bellingham and experience the noise up close.)

Please – research the impact of train noise all along the proposed train route. Thank you.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19433

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Lynne Oulman	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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

Regarding the Tongue River Valley rail proposal my concerns are as follows: 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.

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

My name is Lynne Oulman and I live in Bellingham Washington. Though a NW resident most of my life, I moved to Bellingham several years ago because of its clean air, beautiful Salish Sea, peaceful surroundings and its commitment to sustainable, respectful living. I am writing to ask you to study the impact of both coal dust and diesel particulate from not only trains and terminal sites, but from ships, locomotives and any other service vehicles needed to operate a coal terminal. Simply, these residues, diesel particulate and coal dust, will determine whether or not I can remain in my retirement home as I have compromised lungs.

It is already known from studies of the Spokane rail yard that cancer rates increase in the proximity of diesel particulate. This has been proven the case in other similar studies. We also know that coal dust causes black lung and other respiratory disorders. We know that increases of both coal dust and diesel particulate will increase the rates of asthma in children and will adversely impact the elderly, such as myself. I want you to carefully study the situation here in Bellingham. On "South Hill" not only does the excruciating train noise float uphill, but so does the dust and diesel particulate. I already see some of these residues on my sills inside my house!

In addition, I ask that you study these residues in all seasons, in various weather conditions, during the day and at night. We, the residents and taxpayers, already know there is fluctuation, but we need honest research to tell us the actual impact. We need to know if daily walks will be unhealthy (long term impact), will I experience more illness (cumulative over time); will

our wildlife suffer from the pollution (canary in the cage!)? This cannot be a band-aid job like filter cigarettes were for tobacco. We need you to be scrupulously careful because people's lives depend on your integrity.

While I need to find out about these particular impacts in order to make personal life choices, I must add that similar impacts will be experienced by all living near the rail road from Powder River to Cherry Point. This dust and particulate must not be swept under the "proverbial rug," because its consequences are deadly. I must trust you to study coal dust and diesel particulate air pollution with exacting science, remembering that your diligence will impact the health of our community – human and otherwise - as well as all the communities along the tracks, and around the 80 acre pile.

Thank you for your attention. Most Sincerely,  
Lynne Oulman

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

#EI-19434

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Karen Bray	Date of Letter:	01/06/2013
Group:			

## Submitter's Comments

As a native Montanan and now a resident of Washington, I am familiar with all the negative aspects of shipping millions of tons of coal to Asia. The Tongue River rail line will only benefit Arch Coal Co. I ask your consideration for the many folks impacted by noise, traffic disruption, diminished air quality and the greater impact to Climate Change. Thank you, Karen Bray

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19435

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Feryll Blanc	Date of Letter:	01/06/2013
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.

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 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-19436

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Josiah M. Erickson Jr	Date of Letter:	01/06/2013
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-19437

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Sherry Bupp	Date of Letter:	01/06/2013
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-19438

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/06/2013
Name of Sender:	Mark Lucianna	Date of Letter:	01/06/2013
Group:			

### Submitter's Comments

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 sh