

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19439

### Correspondence Information

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

### Submitter's Comments

Reputable scientists agree that the threat of global warming is not only real but the potential disastrous impacts are increasing at an exponential rate. To foster an increase in the very fuel that contributes to the advance of severe global impacts by permitting transport across Washington strikes me as incredibly short sighted and fiscally unsound. I grant you that there will be much needed jobs lost, but in the end, it would be by far more cost effective for deal with that short term economic loss in order to avoid a vastly increased liability in the future. We need to take a stand against fossil fuels and begin to figure out ways to build a successful economy without. To wait is essentially penny wise and pound foolish. The transition will be difficult, but there is no doubt that both the world environment, our own beautiful Washington State enviroment and the health of not only our citizens but those in the countries that will receive the exported coal will improve over time.

The time is now to stop the proposed railroad and coal transport over existing rails. Thank you for your attention to an issue that is so critical to the health of our environment and to all Washington State citizens.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19440

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Jeff Jackson	Date of Letter:	01/07/2013
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.

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## Incoming Correspondence Record



#EI-19441

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mary Masters	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

I am a resident of San Juan County and work as a marine naturalist on a whale watch boat there.

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

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Thank you for your attention to these concerns.

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## Incoming Correspondence Record

#EI-19442

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Paige Garberding	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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

#EI-19443

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Jane Civiletti	Date of Letter:	01/07/2013
Group:			

## Submitter's Comments

Regarding above mentioned docket#; I am very concerned about the impact of long coal trains traveling to the coast with the sole purpose of providing one company, Arch Coal, with a means of selling it's toxic product to China. Properties all along this line will be devalued due to the filth spewed by long, noisy trains which will stall regular and emergency vehicles for long periods. The noise of the greatly increased number of trains per day will disrupt every aspect of life along the railroad. The increased potential for flooding along the new easements is of great concern. Coal needs to stay IN THE GROUND if we are to survive as a species. Granting permits to companies to dig us deeper into the hole in which we are standing is insanity.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19444

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Nicholas Jones	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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## Incoming Correspondence Record



#EI-19445

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mike Mccallum	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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

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**Mercury is a naturally occurring element (Hg on the periodic table) that is found in air, water and soil. It exists in several forms: elemental or metallic mercury, inorganic mercury compounds, and organic mercury compounds. Elemental or metallic mercury is a shiny, silver-white metal and is liquid at room temperature. If heated, it is a colorless, odorless gas.**

**Exposures to mercury can affect the human nervous system and harm the brain, heart, kidneys, lungs, and immune system. Learn more about the health effects of mercury.**

**The most common way we are exposed to mercury is by eating fish or shellfish that are contaminated with mercury. Learn more about mercury in fish and shellfish and about other ways you can be exposed to mercury.**

**Forms of mercury. Mercury is a naturally occurring element that is found in air, water and soil. It exists in several forms: elemental or metallic mercury, inorganic mercury compounds, and organic mercury compounds. More information**

**Sources of mercury. Mercury is an element in the earth's crust. Humans cannot create or destroy mercury. Pure mercury is a liquid metal, sometimes referred to as quicksilver that volatilizes readily. It has traditionally been used to make products like thermometers, switches, and some light bulbs.**

**Mercury is found in many rocks including coal. When coal is burned, mercury is released into the environment. Coal-burning power plants are the largest human-caused source of mercury emissions to the air in the United States, accounting for over 50 percent of all domestic human-caused mercury emissions (Source: 2005 National Emissions Inventory). EPA has estimated that about one quarter of U.S. emissions from coal-burning power plants are deposited within the contiguous U.S. and the remainder enters the global cycle. Burning hazardous wastes, producing chlorine, breaking mercury products, and spilling mercury, as well as the improper treatment and disposal of products or wastes containing mercury, can also release it into the environment. Current estimates are that less than half of all mercury deposition within the U.S. comes from U.S. sources.**

**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.

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19447

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Charles Brod	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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

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# Surface Transportation Board

## Incoming Correspondence Record



#EI-19448

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Saralee Kane	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

The Tongue river Railroad project is not for public convenience and necessity, which is the basic requirement for eminent domain. It's only purpose is to benefit a private coal company. We are concerned about the impact on property values, wildlife, water quality, infrastructure and traffic.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19449

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Gordon Hait	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Docket No. FD 30186

Attention of: Mr. Ken Blodgett

Why we would enable China and other Asian countries to kill the planet we all depend on is inexcusable. 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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## Incoming Correspondence Record

#EI-19450

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Debbie Milburn	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

The EIS for the Tongue River Railroad in SE Montana should consider the following issues:

- Evoking eminent domain by claiming that the railroad is for "public convenience and necessity" - Arch Coal is a private company and is the only entity that will profit. They intend to ship the coal that they mine to Asian countries.
- Invasive, noxious weeds - railroad beds are a fertile site for noxious, invasive weeds and trains are a constant vector for spreading those seeds. Adjacent property owners face a continuing battle to contain this unwanted, destructive vegetation. Spraying toxic chemicals may slow the process, but those efforts never completely address the problem.
- Property values - There would be significant impacts on property values all along the route.
- Environmental concerns - Consider impacts to wildlife, Miles City flooding, as well as increases in noise and pollution to traditional ranch and farm lands.
- Infrastructure – increased rail activity through towns will be major challenges to communities along the route. Delays, traffic disruption and new infrastructures will become new local burdens.
- Jobs - the number of jobs attributed to coal development can just as easily be shifted to the development of cleaner sources of energy.
- Coal is a very dirty source of energy - The hidden costs of burning coal need to be taken into account when making decisions about coal production, transportation and use. Use of coal contributes to much of the exorbitant health care costs in the US. Coal causes the acceleration of climate change. To ignore global warming is to do so at our own peril in the near future. While the US is still dependent on some coal, current and future efforts and monetary resources need to be directed toward cleaner sources of energy. New technology needs to be developed to further the shift to solar, geothermal and wind power, as well as better recovery techniques for natural gas that have less impact to the environment than dirty coal. Coal needs to be phased out. Coal mining companies should be encouraged to focus their attention and resources on producing cleaner energy.
- Shipping coal to China - Chinese plants have less environmental safeguards and will affect more than just the health of that country's population. Atmospheric currents will carry the pollution right back to the US. To argue that the US might as well be the country to satisfy Asia's demand for coal is bogus. The US should be setting a better example for the world. The US should be demonstrating leadership in the development of cleaner sources of energy and promoting more conservation here and abroad. The bottom line of any company should not be the only or most important consideration for continuing the mining and use of coal. The use of coal is NOT strictly a local concern. There is much more at stake for the economy as a whole, when the many hidden costs are taken into account.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19451

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Cat Zavis	Date of Letter:	01/07/2013
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, these include 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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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.

Thank you.

Sincerely ~ cat j. zavis

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19452

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mariann Carrasco	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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## Incoming Correspondence Record

#EI-19453

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Buffy Hake	Date of Letter:	01/07/2013
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."

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## Incoming Correspondence Record



#EI-19454

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Sherwood Hake	Date of Letter:	01/07/2013
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."

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## Incoming Correspondence Record

#EI-19455

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Nancy Orlowski	Date of Letter:	01/07/2013
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.

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.

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

For example... What is the impact of small but persistent daily contamination of the waters at the terminal site? What would be the impact of a minor spill of coal into the marine environment at the terminal site? What would be the impact of a major spill of coal into the marine environment? How would a spill be cleaned up? What is the long-term effect of coal in the marine environment?

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19456

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Virginia	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I am very concerned about the proposed Tongue River Valley rail line to take coal. Please study the effects of copper that would be caused to be air borne from the rail cars and how it would effect local habitat. Copper is a known poison to plants and animals and these rail cars would be dumping a lot of it on the ground and in the air. Also, please study the effects of coal lost from the rail cars and landing on the ground. Finally, please study the effects of diesel particulates on everyone, animals and people alike. New research says that soot polution is a contributing factor with autism, COPD, and much more. How will the rail polution effect people and animals?

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

#EI-19457

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Fred Karlson	Date of Letter:	01/07/2013
Group:			

## Submitter's Comments

I am opposed to a railroad shipping coal in uncovered cars. I am against a project that threatens our fragile environment in terms of air quality, noise to the Puget Sound's water habitat, and intrusion into our already crowded city traffic conditions. We should not be seeking to please corporate powers, that merely want to sell a natural resource and a dirty one at that, to a foreign country that is unconcerned about its own environment. Thank you for considering my comments.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19458

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Irene Blomberg	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

My concern over the proposed Tongue River Railway and strip mine are huge. Every living creature from the coal mine along the railway to the west coast export facility, in the ocean and in Asia will be affected by this proposal and that impact needs to be reviewed and given deep serious consideration. This proposed railroad is not for the "public convenience and necessity" which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries. The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner. The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams. The wildlife and the impact on sportsman and recreational activities will be affected and needs to be considered. How will traffic in the newly proposed rail areas be redirected and who will pay the price for new overpasses and safety crossings? 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. Thank you.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19459

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mark M Giese	Date of Letter:	01/07/2013
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-19460

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Connie Gall	Date of Letter:	01/07/2013
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.

When are we going to stop damaging people's lives because of environmental mistakes made by industries? Be responsible about this. It is better and cheaper to protect than to restore.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19461

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Christina Marx	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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

The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource. The railroad bed will also act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. As a resident of Seattle, I am working in my local community as well to oppose export of coal from our northwest ports. It just doesn't make sense.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19462

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Jonnel Covault	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Dear Mr. Blodgett,

I am very concerned about the plans for the Tongue River Valley train which would potentially carry coal from Montana to terminals on the Pacific Coast. Please consider the numerous hazards of mining and transporting coal and their costs to the environment, people's health and property! Tons of toxic dust blows off of coal trains, polluting the air and water all along the way. The dust damages the tracks which other trains use which is a cost to taxpayers. The noise and air pollution and traffic lower property values. But the real issue is : There needs to be a price on carbon! This venture would not even be realistic if there was a real price on carbon. Coal is dirty and is not a viable energy source for the FUTURE. We should be investing in alternative, clean energy! Why are we mining coal for China to burn?! The trade winds blow the pollution right back to us! The amount of jobs provided by this industry is not even that significant when you include the health and environmental costs.

Please do the right thing and consider the REAL COST OF COAL to our health, natural environment and climate. Thank You for your consideration,

Jonnel Covault



# Surface Transportation Board



## Incoming Correspondence Record

#EI-19463

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Sherri L Loveland	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I oppose the exportation of coal - not to mention mountain top removal of coal. This rail line is only going to line the pockets of share holders of Arch Coal. It will destroy the areas that the rail goes through and therefore, destroy the economy of those areas.

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-19464

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Jeremy Mattox	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I was active in the maritime industry for nearly 40 years.

- I worked in the steamship business in San Francisco, Oakland, Portland, and Seattle.
- I worked for a Seattle stevedoring company.
- I worked as a maritime consultant and expert witness.
- I served as chairman of the Greater Seattle Chamber of Commerce Maritime Committee.

I also am active in the environmental industry, serving as publisher of the Environmental Services Directory for Washington State for the past 22 years.

The export of American coal to Asia will create regional jobs.

However, there are negatives related to these coal export proposals, the most significant of which is climate change. Climate change is occurring at a rapid rate and is having far reaching impacts on much of the world. Most scientists agree that climate change is man-made, with the burning of fossil fuels being the major cause.

That being the case, the limited number of regional jobs and economic development that coal export will generate clearly are not worth the adverse effect that transporting and burning this coal, even far away in Asia, will have on our nation and our planet. We need to be part of the solution, not part of the problem.

Please ensure that climate change issues are included in evaluation of the Tongue River Railroad permit application.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19465

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Marcia Rutan	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I disagree with the request by the Tongue River Railroad Company to have a permit to build a coal-hauling line through the Tongue River Valley. There are too many questionable factors to ensure that this is viable. These factors include:

- 1) Wildlife habitat in the Tongue River Valley is rich and supports sportsman and animal populations. The line will ruin this area.
- 2) There could be more flooding which is already a problem in Miles City.
- 3). This is not for the public's use and convenience - it is purely a business venture for Arch Coal so they can sell to China and other Asian countries. This is not acceptable and does not mee the "eminent domain" requirements.
- 4) There are other issues with taxes and property values.

Please do not grant this permit.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19466

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Donna Mason	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I am very 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,

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 all impacts into account including all communities involved along the way and on the Pacific Coast.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19467

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Claire Reimer	Date of Letter:	01/07/2013
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-19468

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Erik Lillquist	Date of Letter:	01/07/2013
Group:			

## Submitter's Comments

The Tongue River Railroad project hurts Montanans. Please review the serious environmental concerns attached to this project and the ways in which they will hurt Montana, and the citizens of Montana. The cons outweigh the pros; the TRR is not needed and we do not want it in Montana.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19469

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Arlene F French	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Attention Mr. Ken Blodgett:

I believe that the proposed Tongue River Valley Railroad would have extensive impacts. I agree most heartedly with the following statements from the Northern Plains Resource Council:

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.

I believe that projects as massive as this affect the well being of our entire country. While that particular train will not rumble through my back yard or your back yard, it rumbles through the heart of our country for the benefit of China and the wealth of a small number of individuals.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19470

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Sally Stapp	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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

For example - About 30% of the carbon dioxide generated from fossil fuel burning is absorbed by the earth's oceans, which then become more acidic. We are already seeing the impacts to shellfish in Puget Sound, impacts now recognized in the scientific literature, impacts now being studied by NOAA."

"North Pacific salmon eat huge quantities of a microscopic floating mollusk called a pteropod, also know as a "sea butterfly". It has a shell that is vulnerable to ocean acidification. If we lose the pteropod, we endanger the salmon which feed orca, bear, cedar, human and the whole living web of the north Pacific Rim."

The Union of Concerned Scientists, in their recent publication – Cooler Smarter: Practical Steps for Low-Carbon Living - support Pete's assertion. They present data collected hourly at the Mauna Loa Observatory in Hawaii beginning in 1958 that show a continuous, nearly linear increase in atmospheric Carbon Dioxide - the Keeling Curve, Figure 3.2 on p. 34. "As part of the carbon cycle, the world's oceans have long absorbed roughly one-third of all the carbon dioxide emitted by human activity..." (p. 42). "In fact, current measurements indicate the Earth's oceans are already about 30% more acidic than they were before the Industrial Revolution. As the world's oceans absorb more carbon dioxide, they become more acidic, threatening the ocean's reefs and some of the plankton that form the base of the aquatic food chain" (p. 43).

Please study the significant, negative, cumulative impact the burning of coal and all fossil fuels has on ocean acidification in our local, state, national and worldwide oceans and all other water systems.

Additionally, please study the impact on our local, state, national and worldwide fisheries caused by mining, transporting, storing, shipping and burning fossil fuels – including sub-bituminous coal from the Powder River Basin, Wyoming.

If a spill were to occur at any of the above stages, please study the exacerbation of the impacts listed above. Thank you.



# Surface Transportation Board

## Incoming Correspondence Record



#EI-19471

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Sally Stapp	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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. The Union of Concerned Scientists, in their recent publication – Cooler Smarter: Practical Steps for Low-Carbon Living - support Pete's assertion. They present data collected hourly at the Mauna Loa Observatory in Hawaii beginning in 1958 that show a continuous, nearly linear increase in atmospheric Carbon Dioxide - the Keeling Curve, Figure 3.2 on p. 34. "As part of the carbon cycle, the world's oceans have long absorbed roughly one-third of all the carbon dioxide emitted by human activity..." (p. 42). "In fact, current measurements indicate the Earth's oceans are already about 30% more acidic than they were before the Industrial Revolution. As the world's oceans absorb more carbon dioxide, they become more acidic, threatening the ocean's reefs and some of the plankton that form the base of the aquatic food chain" (p. 43).

Please study the significant, negative, cumulative impact the burning of coal and all fossil fuels has on ocean acidification in our local, state, national and worldwide oceans and all other water systems.

Additionally, please study the impact on our local, state, national and worldwide fisheries caused by mining, transporting, storing, shipping and burning fossil fuels – including sub-bituminous coal from the Powder River Basin, Wyoming.

If a spill were to occur at any of the above stages, please study the exacerbation of the impacts listed above. Thank you.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19472

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Delll Goldsmith	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Dear Staff:

I am very concerned about the impact of very large, frequent coal trains through the Tongue River Valley. This project which deeply affects residents in the valley as well as people all along the route and eventually does global damage. This project degrades ranch land, air quality, water quality and the well being of people, domestic animals and wild life all along the route. Animals include insect and aquatic invertebrates upon which fish and birds depend. Vegetation and all living things along the route are affected by coal dust, coal liquid drippings and diesel pollution including heavy metals. Increased weight, vibration and frequency of trains further stress the rail road beds, bridges and overpasses. The trains will delay all transportation at level crossings including emergency vehicles. The mental health of people in the Tongue River Valley and all along the route will be affected by pollution including noise pollution, air and water pollution and disruption to their way of life.

I urge you to cancel this project which ships coal to China and when burned will come back in the form of world wide air pollution.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19473

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	David J Ellenberger	Date of Letter:	01/07/2013
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-19474

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Joel and Lucinda Wingard	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

We adamantly oppose coal exportation from Washington state's ports. In the battle to reduce carbon emissions it makes no sense to mine and export coal for use in other countries when we have determined that it is bad for our environment in the USA. Allowing export through Washington's ports only encourages unwise mining practices in the US while increasing the risk of environmental damage caused by the transport over long distances by train. Please, oppose the exportation of coal through Washington state's port. Thank you for this opportunity to comment on this vital issue.

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

#EI-19475

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Carol Peterson	Date of Letter:	01/07/2013
Group:	Vancouver Audubon Society		

## Submitter's Comments

Reasons I oppose coal export.  
Increased carbon dioxide emissions  
Increased air pollution from coal dust  
Habitats cut in half to construct New lines  
Devalue property  
Noise and traffic increased

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19476

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mary Louise Tucker	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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

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, I'd like to request that 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.

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. As a resident of the San Juan Islands in the Pacific Northwest & one who lives within view of the proposed Cherry Point West Coast Coal Terminal, let me offer just a few examples of areas of impact upon my local community:

1. An increase in nearly 1000 large vessel trips annually through local waters would impact recreational & fishing boater

safety.

2. In addition to far heavier ship traffic, the increase in underwater noise & pollution would impact our already stressed Orca Whale populations, as well as other marine mammals & birds, fish, & the food web that supports them.
3. Construction & operation of the port's impact on crab, herring & salmon fisheries.
4. Increased risk of a large oil &/or coal spill in these waters would be catastrophic & difficult, if not impossible to fully recover from.
5. Likely introduction of invasive species in ballast water from Asia.
6. Negative impact on local tourism industry & resulting economy & property values.
7. Widespread environmental impact of transporting & burning coal all the way from its source to its final destination.

Thank you for your consideration in this very important issue. Our children, grandchildren, & great grandchildren may thank you as well.

Sincerely,  
Mary Louise Tucker

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19477

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Sandra Cole	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

- Coal companies want to develop coal export facilities in many NORTH WEST locations to ship to ship 150 million tons of coal every year to Asian markets.  
These are the markets undermining American jobs.
- The environmental result will be increased diesel emissions, a known carcinogen. There are robust correlations between these pollutants and cardiovascular and respiratory disease, reproductive health problems, and malignancy.
- Coal dust itself is a health concern for people with allergies, asthma, chronic bronchitis, emphysema, and heart disease. The dust which blows off train cars (full and empty cars) contains mercury, lead and arsenic, which can coat the yards where children play. To date, no covered rail cars have been utilized.
- Long unit trains will block emergency vehicles for over five minutes as they rumble slowly through small towns.
- Rail improvements to decrease the number of grade-level crossings, for example, are expensive. In many cases, rail companies are limited by federal law to pay only 5 % of the cost of improvements. Where will the money come from to finance rail improvements?
- Coal dust damages tracks and can lead to derailments. There were 12 derailments of coal trains this summer, with four fatalities of innocent bystanders.
- We can't afford to dump coal into precious salmon-bearing streams, either.  
Coal dust harms the tracks, increasing the risk of derailment for other, non-coal bearing trains.
- Coal is notoriously harmful to its workers and to everyone along the line, from the mines, to the trains, to the barges, to the ports. Because of harmful emissions, Oregon's one coal-burning power plant will be shut down by 2020. But emissions from coal burned in Asia will also cause serious illness right here in Oregon.
- Several recent studies have shown that powerful spring trade winds can carry Asian pollution into the atmosphere above North America. Some of the imported pollution descends to the surface, where it affects ground-level concentrations of ozone, mercury, sulfur compounds and soot. Ground-level ozone can cause severe respiratory problems, including asthma, in susceptible individuals.
- A 2008 study found that Asian emissions of mercury contribute 18% of springtime mercury concentrations at Mount Bachelor. Snowpack runoff ends up in our rivers and lakes where the mercury contaminates the fish we eat. Pregnant women and children are particularly vulnerable to the toxic effects of mercury.
- Mercury is a potent neurotoxin that damages developing brains in children and fetuses. It is estimated that between 300,000 and 600,000 children are born in the U.S. each year with dangerous levels of mercury in their bodies, putting them at heightened risk for developmental disabilities, mental retardation, seizures, and disturbances of gait and speech.
- Another major health concern is the role of coal emissions in causing global climate change. Rising oceans, prolonged droughts, stronger hurricanes, and more intense heat waves are examples of climate change that lead to food shortages, heat stroke and death and injury from natural disasters. The dislocation of people from floods and drought leads to outbreaks of pest and water borne diseases. Children, the poor, the elderly, and anyone with a weak or impaired immune system are among the most vulnerable. Only a small minority of scientists still deny man made global climate change. Even the skeptic the Koch brothers hired to do their study changed his mind and now believes climate change is a man made phenomenon, capable of the eventual extinction of life as we know it on this planet.





# Surface Transportation Board



## Incoming Correspondence Record

#EI-19478

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	William Olson	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Please help our communities from the KNOWN toxic complications of shipping coal through and from our cities, ports and by-ways. Our community of Longview/Kelso, Wa.(nestled along the lower Columbia river) is full of cancer deaths! The industrial pollution is huge in our community already and the KNOWN health problems surrounding the coal transfer areas have got to be addressed.

When I reached the age of 59(62 now) I developed allergies from "grasses,trees and weeds". I have been receiving shots to prevent the symptoms and they are still there, over 15 mos.of shots so far. My Dr. has increased the dosage potency again to get a handle on the symptoms. I asked my Dr. "Can this be from the mills" and he said "Yes it can".I never beleived that I could develop allergies from "grasses, weeds and trees" as my Dr. had told me after the scratch tests because I have been here in Longview all my life (except Nam war) and in this location for 20 yrs..I beleive a change in the pollution structure could have caused the allergies. Millenium coal came into town and started moving large coal piles between the old smelter building and the aluminum cable plant(both shut down now) at the time my symptoms started.The area is going through a huge toxic clean-up at this time.

The air from the mills passes over the towns and along the River. The area in which we live acts like a syphon and this canyon full of residences actually has a pulling effect all the way up the Creek to the top of the canyon.

I worked at one of the mills for 33 yrs., 20 of those yrs. as the effluent treatment plant operator in which I contained a turpentine/red liquer spill in our diversion pond one time, the standard operating procedure. A day or two later the material gassed-off and the air currents took the toxic odor to Olympia Wa., north of here about 60 miles and to almost Cannon Beach Or.,about 90 miles to the south. When I came home from my job that day, the odor had permeated the inside of our house via our heat-pump system!!!

Please help us and prevent the transfer of coal to our community for shipment to asia. We don't need the few jobs and the added toxic pollution will cause asthma,alergies and even death in some instances. Please call me for some info I cannot write about.

Thankyou! Sincerely, William Olson

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19479

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Nancy Richardson	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Dear Mr. Blodgett,

There is absolutely nothing of value in this proposal for the American people. It is solely to serve one company's financial gain at major expense to many areas of quality of life. When American leaders, such as yourself, begin to make every decision based on the sustainability of America which involves the decision to be based on how economic, environmental, and social well-being are inextricably linked then we will have a stronger nation. Please take into consideration the following, which do provide for a sustainable future for our country, which is in a huge mess due to major decisions based on money only.

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-19480

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Betsy Harris	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Please do not allow another assault on our land just to benefit a large coal company. The broader implications of coal dust pollution, increased flooding problems, noise pollution for our states just for "profit" is unthinkable.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19481

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Robin Leavy	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Regarding the proposed rail line and shipment of Montana coal to the Pacific NW for export to Asia, I have great concerns about public health and environmental quality, both locally and globally. Any environmental impact statement evaluating the Montana project really should include effects literally "down the line". My passion is birds. Please consider what migrating and endemic local populations of passerines and other small birds would be disrupted, as they are the food for the raptors who also may be living there year round, or at least migrate through in fall and spring. The quality of life for all living things, including humans, I believe will be negatively impacted by this tremendous volume of trains carrying coal. It truly is the time in the world to move to clean energy, and away from fossil fuels. The impact of the burning of this much coal on the global environment MUST be included in the evaluation of this project. Thank you so much for considering my concerns.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19482

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Andrea Faste	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Arch Coal should not be granted permission to build a railroad line through the Tongue River Valley. The environmental risks are too high, and the costs to the people living there are outrageous. Only the Arch Coal Company will benefit from this. The coal should stay in the ground. Global warming is not to be ignored.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19483

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	George A Thomas	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

George Thomas <papermaker.george@gmail.com>

Environmental Technician For GP Bellingham

PSPAND T

12:05 PM (4 minutes ago)

to lynne.oulman

Dear sir

and Miss Lynne oulman

In regards to the shipping of coal by rail along rivers. I worked many years on the Milwaukee section gang replacing ties ,rails and switches..

Several years ago I was walking with my wife along the rail lines in Bellingham. I was pointing out where I had worked as young man.

There is a strong curve south of Bellingham adjoining the water.This curve had ties with loose spikes, badly worn rails. I was so concerned that we went to the rail office. They no longer knew me but when I mentioned my old boss they immediately listened to my observations and scheduled repairs.These rail lines are not maintained properly and present an ongoing danger to our waters.

There have already been some derailments in the lines in feeding into Cherry point .

The chuckanut rail line curve was in a place that a coal car could have derailed dumping the coal into the salt water.

I am now immediately concerned for all the rivers running next to the rail lines. This is an unwanted danger to our protected waters.

Coal is only now being recognized as to the danger it is to our prime waters.

Please help our clean waters stay that way.Reject the coal coming to Bellingham. ,

The burning of coal and transport and loading areas like Cherry point all phases present world changing dangers affecting all of our lives.

Ths must seem a small thing but it is huge .It is definitely attributal to Sea ice loss of sea ice.

We must stop this unrecognized destruction of our environment by the coal producers and transporters.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19484

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Kathy Danze	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

The proposed Tongue River Railroad should be denied permits for the following the reasons: 1) It does not meet the standards for eminent domain. It is not for public convenience and necessity. It serves only one coal company, Arch Coal, which intends to ship its product to China and other Asian markets. 2) It will devalue property and infringe on property rights. It will make farming and ranching more difficult and expensive., and will split ranch and farm land in half. It will separate fields from the river, and shift liability for the crossings to the land owner. 3) Industrializing the area will degrade excellent habitat for elk and deer, and negatively impact local revenue generated by sportsmen and other recreational visitors. 4) The noise will ruin the quiet environment of nearby recreation in Miles City.5) Increased coal traffic will cause traffic delays, and increased deisel pollution. Ther will be a need for expensive overpasses and safety crossings costing millions of dollars that will increase taxes. 6) It will promote a dirty energy source tha will increase carbon emissions in many ways over and above the burning of the coal. Mining, halting from the mine to the West Coast in trucks, shipping to Asian markets in deisel fueled ships, and transporting once in Asia to desired locations will all add to global pollution at a time when we, as a species, are dangerously close to creating irreversible climate chaos by our dependence on fossil fuels. This proposal may create much needed jobs in the short term, but at what cost to the quality of life for the next generation and beyond? I implore you to consider this in your EIS, and to deny permits for this proposal.

, hauling from the mines to the West Coast



# Surface Transportation Board



## Incoming Correspondence Record

#EI-19485

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Sylvia Boudreau	Date of Letter:	01/07/2013
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-19486

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Nadya Volsky	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

No coal shipments from MT to China!!! NO!!! all logical reasons have been already cited, this is just one more reminder.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19487

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Brent Harris	Date of Letter:	01/07/2013
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.
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- Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

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

I was born and raised in the beautiful San Juan Islands. I have also had the privilege of traveling to Beijing and other cities in China, where the air is so polluted with coal dust that when you blow your nose, the resulting nasal discharge is black. To think of the pristine gorgeousness, the quality of life, not only of the marine creatures and terrestrial animals, but of the people as well, to say nothing of the economic detriment from loss of tourist interests being sullied by dust from coal trains and barges makes me sick. Discounting the environment in such a way, just so coal companies have the, by no means guaranteed, opportunity to get rich is nothing short of criminal. Especially considering that when the Chinese increase their own domestic coal mining operation, as they are said to be doing, the shipping of US coal across the Pacific may even cease to be profitable. As it is, we would be selling for a pittance a substance that would be burned in China, increasing global greenhouse gasses and decreasing Chinese people's air quality while at the same time destroying our own environment with coal mines, coal dust and heavy shipping.

I am a United States citizen strongly opposed to the Cherry Point Gateway Pacific Terminal. In order for such a travesty to even be considered, it is imperative that a thorough Environmental Impact Statement be prepared, not only for Cherry Point, but for the Tongue River Valley rail line as well. 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. I would like to see the United States take responsibility for the environmental pollution our coal will cause in China. Lastly, an economic projection from a neutral third party would be highly useful in determining exactly who and by what measure big coal would profit and small tourist corporations would suffer. Instead of just blindly subsidizing big corporations and allowing them to tear up the earth and destroy the quality of our air in the name of helping the economy, why don't we subsidize small local businesses that work to produce localized clean energy (thereby profiting our people and the Chinese people, rather than the Chinese Government). After all, to quote David Suzuki, "There are some things in the world we can't change – gravity, entropy, the speed of light, and our biological nature that requires clean air, clean water, clean soil, clean energy and biodiversity for our health and well being. Protecting the biosphere should be our highest priority or else we sicken and die. Other things, like capitalism, free enterprise, the economy, currency, the market, are not forces of nature, we invented them. They are not immutable and we can change them. It makes no sense to elevate economics above the biosphere."

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19489

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Peter Tamsky	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

As a citizen inside of the area to be affected by the proposed Cherry Point coal terminal I would like to express my opposition to this project. I work in the energy sector as a Union Millwright, working the western US. I have seen a lot of facilities, they are short time boons with long term consequences. The people and the industry leave blemishes all over the country and then walk away. They are trying to limit the scope because if you and I look at the big picture we would not put up with the shortsighted nature of these projects. Please look at the total project and its consequences. As someone who makes my living from this type of work I have a better perspective than most. No matter what the promises are the all mighty dollar will control what is fulfilled and what is not. The short term work and economic gains fall well short of sustainable, with the gains walking off in a very few pockets, the mess will be left for the rest of us to clean up, some and a lot of it permanent.

Sincerely Peter Tamsky

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19491

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mike Regan	Date of Letter:	01/07/2013
Group:	Irondale Community Action Neighbors (Jefferson County)		

### Submitter's Comments

Docket No. FD 30186

Attention: Mr. Ken Blodgett

Any environmental impact statement for the proposed Tongue River Railroad should thoroughly investigate and expose the following:

- 1) "Public convenience and necessity" is required in order for any entity 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, and, as a special interest only represents private parties not concerned about the public interest.
- 2) Property values: The non-zero risk that the railroad will cause fires, spread weeds, and spill coal dust, copper, and other pollutants will mean that it will devalue property (especially riverfront property), will make ranching and farming more difficult and expensive. It will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- 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 in communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. 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.

We, the People are the sovereign controllers of our own destiny, and shall not be over-ruled by non-elected private entities who have no concern for the future of our children, the economic viability of our communities, or the health and safety of our citizens

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19493

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mary Kay Craig	Date of Letter:	01/07/2013
Group:	Citizens for Labor and Environmental Justice		

### Submitter's Comments

Please reopen the public comments for the Tongue River Railroad's new route. It is unfair to the landowners and people living along that route if you allow the change to go forward without their input. You implicitly allow ecocide otherwise. The whole thing is unfair to the people of the planet, as it is unconscionable to put another 2.6 billion tons of greenhouse gas into the atmosphere by sending dirty coal to China.



# Surface Transportation Board

## Incoming Correspondence Record



#EI-19494

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Roy O'Connor	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I wish to comment on the proposed new route of the Tongue River Railroad. This new route should get a full EIS, to determine the affects on local ranches, ranchers, and recreationalists. It will affect them all. It should be opened to public comment, as the route has changed. It should also have a full EIS, to analyze the affects of climate change, shipping coal to Asia, and how Montana's agricultural and recreational economy and lifestyle will be affected by the extracting, shipping, and burning of these huge amounts of coal. We do not want to turn into Arizona! I depend on agriculture, both livestock and grains, and need to insure adequate temperature and rainfall for my crops-which global warming certainly is and will affect!

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19495

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Chris Daum	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

The best way to sequester carbon is to leave it in the ground. Shipping across the northwest to barges heading for China is VERY short-sighted.

The public comment period about Colstrip should be re-opened.

Corporate profits shouldn't harm people, land, air and water.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19496

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Richard Bisbee	Date of Letter:	01/07/2013
Group:	Sustainable Edmonds		

### Submitter's Comments

Dear Mr. Blodget,

I am a board member of Sustainable Edmonds and I speak for the whole organization. We oppose construction of coal ports in the whole region. Edmonds is a coastal town that would be greatly affected along with many other communities if mile and a half coal trains pass through town, cutting off access to part of the city and disrupting ferry traffic.

We are concerned about health issues due to dust and diesel exhaust, noise pollution and a general decrease in the quality of life. Edmonds has a high percentage of senior citizens, many of whom, live near the tracks, which is also directly across the street.

We are concerned about derailments as a good portion of tracks along Puget Sound pass by high unstable hillsides. Due to heavy rains the past few months, we have had nearly a hundred slides and even a freight train was hit and 7 cars toppled off the tracks south of Everett. A coal train derailment would land in Puget Sound and even could land in our Edmonds Marsh where migratory birds pass through and threatened species rest. A derailment would be a death knell for the marsh.

Lastly, our biggest concern is that if all this coal gets to Asia, (up to 150 million tons), the greenhouse gases would pollute the air and hasten climate change. But all the exhaust doesn't stay in Asia. It is blown to the northwest where mercuric coal markers from Montana have been found in the sediments of lakes in Washington

I/we ask you to review our concerns and consider all impacts near and far, especially for the people and communities any additional trains would pass through. Thank you.

Richard Bisbee, for Sustainable Edmonds

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19497

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mary Mele	Date of Letter:	01/07/2013
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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19498

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	John Bremer	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

In 2013, it is bizarrely monstrous to promote coal burning. Only a deficient corporate management like the bookkeepers at Berkshire Hathaway, Inc., the largest United States of America corporation that refuses to disclose its carbon emissions, would be capable of proposing to burn coal to poison the poor children downwind of the power plants; to cause the dispatch of myriad mile and half long coal trains through our environment, our farms, and our communities; and to acidify our oceans, raise global temperatures and flood our capitals with rising sea levels. You must be aware that there is no one named as an accountable and competent person for the railroad owned by Berkshire Hathaway, Inc.

SourceWatch provides the following information about the BNSF railroad owner, Berkshire Hathaway, Inc. Appalling as individual death and suffering are, the important thing to note is that these costs are imposed by the conglomerate on local communities in which the conglomerate operates.

Death and disease attributable to fine particle pollution from MidAmerican Energy coal plants

In 2010, Abt Associates issued a study commissioned by the Clean Air Task Force, a nonprofit research and advocacy organization, quantifying the deaths and other health effects attributable to fine particle pollution from coal-fired power plants. Fine particle pollution consists of a complex mixture of soot, heavy metals, sulfur dioxide, and nitrogen oxides. Among these particles, the most dangerous are those less than 2.5 microns in diameter, which are so tiny that they can evade the lung's natural defenses, enter the bloodstream, and be transported to vital organs. Impacts are especially severe among the elderly, children, and those with respiratory disease. The study found that over 13,000 deaths and tens of thousands of cases of chronic bronchitis, acute bronchitis, asthma, congestive heart failure, acute myocardial infarction, dysrhythmia, ischemic heart disease, chronic lung disease, and pneumonia each year are attributable to fine particle pollution from U.S. coal plant emissions. These deaths and illnesses are major examples of coal's external costs, i.e. uncompensated harms inflicted upon the public at large. Low-income and minority populations are disproportionately impacted as well, due to the tendency of companies to avoid locating power plants upwind of affluent communities. To monetize the health impact of fine particle pollution from each coal plant, Abt assigned a value of \$7,300,000 to each 2010 mortality, based on a range of government and private studies. Valuations of illnesses ranged from \$52 for an asthma episode to \$440,000 for a case of chronic bronchitis.

Table 1: Death and disease attributable to fine particle pollution from MidAmerican Energy coal plants

Type of Impact	Annual Incidence	Valuation
Deaths	234	\$1.7 billion
Heart attacks	362	\$39.6 million
Asthma attacks	4,305	\$0.22 million
Chronic bronchitis	152	\$67.5 million
Asthma ER visits	229	\$.08 million
Hospital admissions	167	\$3.9 million

"I'll tell you why I like the cigarette business," he explained to Salomon-Chairman John Gutfreund in 1987, according to the book "Barbarians at the Gate." "It costs a penny to make. Sell it for a dollar. It's addictive. And there's fantastic brand loyalty."

Source: [http://www.sourcewatch.org/index.php?title=Warren\\_Buffett](http://www.sourcewatch.org/index.php?title=Warren_Buffett)

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19499

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Christy Nielsen	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

You need to have another public meeting at Colstrip before proceeding any further with studies on the Tongue River Railroad. Colstrip was not considered on route the Railroad was going to take an no meeting was held there. We do not need another railroad going through Montana effecting ranchers, agriculture, or our air quality.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19500

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Betty Whiting	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Dear Mr. Blodgett:

The Otter Creek coal mines in Montana and the additional rail services to transport coal through Montana to the West Coast should NOT be permitted.

At this time in history, coal is known to be the dirtiest fuel available. With all the fracking going on for natural gas and the advance of wind power and solar power, we no longer need coal. Keep it in the earth for a time we may need it and when it can be used safely without destroying our air and water.

Coal trains increase asthma and lung problems of all of us living near the tracks --- thousands of people are affected by the coal dust blowing on us. The additional health care and related costs here in the West is far greater than the benefit of the coal to China. The train and coal industries should be expected to pay for the additional health damage if you allow the proposal to go through.

And it is impossible to calculate the cost of an increase in hurricanes, drought, wildfires, and floods caused by additional coal use.

There is only an overall economic loss in developing and transporting coal. Please stop it.

Sincerely,  
Betty Whiting  
925 Burlington Avenue  
Billings, MT 59101  
406-252-5647  
bettywhiting@bresnan.net

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19501

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Jeffrey J. Smith	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Montana citizens analyze impact statements and give public testimony at public hearings. Then the Tongue River Railroad and Arch Coal decide, whoops, I guess we don't like where that plan is headed. They want to short-circuit the process with a new application to the Surface Transportation Board.

Don't let them.

Please let's follow through with analyzing the true effects of this disastrous idea, to dig up 1.3 million tons of coal, shipping it by railroad through a pristine agricultural valley and then through many populated cities and towns all the way to the West Coast, and then to Asian markets to be burned and further pollute our atmosphere.

This is a VERY bad idea.

If that coal is dug up and hauled, then burned, we will add over 2.6 billion tons of greenhouse gases going into our already overloaded atmosphere.

Don't tolerate this last minute bait and switch by powerful corporate interests that are subverting the public welfare.

Reopen the public comment period and hold a hearing in Colstrip.

And for the sake of the people -- in which all political power rests according to our Constitution -- you need to analyze the devastating effects climate change will have on Montana and the nation.

You also need to analyze harm to existing agricultural operations and to those people like me who live along the new route.



# Surface Transportation Board

## Incoming Correspondence Record



#EI-19502

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Laura Ferguson	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Dear Mr. Blodgett, I write to express concerns about the Otter Creek Mine in Montana and the proposal to expand this mine and re-route the rail shipping. The negative impacts on Montana and all along the railway are enormous. Even now, as the coal trains pass the Yellowstone River, the dust blows off like smoke and settles in the river, which is one of the most vital waterways in Montana. We don't need to destroy our land, air and water so that these coal companies can get rich by exporting coal to China. We ought to be limiting coal and really expanding clean (i mean CLEAN not "clean") energy sources. Why has there not been a public comment period for the new route? It appears the railway and coal mines are skirting the public's right to be involved in this issue, an issue which the public has for many years spoken out very strongly against (along with opposition to the expansion of the Otter Creek coal mine). It's China's job to come up with their own clean energy. It's NOT our job to be their energy colony and let our own nation be ruined by dirty coal, coal dust, contaminated water and acid rain from the coal burned in China.

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

#EI-19503

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Kyle Barnett	Date of Letter:	01/07/2013
Group:			

## Submitter's Comments

The proposed Tongue River Railroad is a bad idea for Montana, the Nation, and the World. The mining of Otter Creek coal and the export of that coal to Asia will adversely affect the rural economy and the outdoor heritage of Montana and undermine the efforts to curb the ever more extreme climate of this planet. The added train traffic to the city where I live will create ever more frequent delays where there are already to few railroad bypasses. The cost benefit ratio of this proposed project for Montanans does not add up.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19504

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Ian Cox	Date of Letter:	01/07/2013
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.

Thank you for your time

Ian Cox

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19505

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Beth Doglio	Date of Letter:	01/07/2013
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.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19507

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Erin Denton	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

As a voter, tax payer and resident of Montana, I am vehemently opposed to both the Tongue River Railroad and the Otter creek mine -

Thanks,  
erin Denton

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19508

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	C. Currey	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Corporate Welfare is not necessary, there is already enough of that in the U.S. So much in fact that we have deficits and debt.

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 corporation, Arch Coal, which intends to sell the coal to China and other Asian countries so it is not even in the U.S. economy's interest. It is corporate welfare and welfare for China, both of whom do not need more U.S. taxpayer-funded welfare

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19509

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Pat Robertson	Date of Letter:	01/07/2013
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.”

Then say: “Regarding the Tongue River Valley rail proposal...” Include here concerns specific to the Tongue River Valley. (You can even cut and paste the list from the Northern Plains Resource Council’s web site: [www.northernplains.org/trr-comments-due-jan-11/](http://www.northernplains.org/trr-comments-due-jan-11/).)

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.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19510

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Laura Crafton	Date of Letter:	01/07/2013
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-19511

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Janet Weedman	Date of Letter:	01/07/2013
Group:	Janet Weedman		

### Submitter's Comments

I'm a retired Special Education/Reading Specialist. I'm very concerned about the demonstrated link between lead, mercury and neurological damage and the effects of blowing coal dust along the entire route of the proposed project as well as the site itself. The incidence of learning disabilities, ADHD, and autism has increased significantly and I have personally witnessed the devastating impacts these issues have not only on the individuals who have them, but also their families, classrooms and schools. Neurological damage is a very serious consequence in all populations. The effects are cumulative and last a lifetime. <http://www.plosmedicine.org/article/info%3Adoi%2F10.1371%2Fjournal.pmed.0050112>

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

Amounts of coal dust likely to escape cumulatively from trains all along the route and amounts of lead and mercury in that dust.

The amount of lead and mercury already in the bodies of children.

How much lead and mercury is tolerable?

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.

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.

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

#EI-19512

## Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Chris Riley	Date of Letter:	01/07/2013
Group:			

## Submitter's Comments

Expanding coal extraction in Montana or anywhere in the US is a mistake. The country is currently transitioning to cleaner burning natural gas, and many utilities are selling off their coal-fired plants, particularly in light of their pollution and greenhouse gas liabilities. The construction of the proposed of the rail spur will also impact the connectivity of native fish & wildlife populations, in addition to associated mortality and the risk of pollution due to inherent coal loss and worse - potential derailment.

Sincerely, Chris Riley

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19513

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Pamela Erickson	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

There are many questions to be answered about the coal sales in Montana over the last 5 years and forward. Why did we and do we Montanans continue to sell our coal to Asian countries at low prices, knowing full well there will be clean-up to pay for, as well as restoration. And that statement does not even take into account the effects of burning coal. The transformation of coal into energy really needs to be examined by experts.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19514

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Pamela Erickson	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

There are many questions to be answered about the coal sales in Montana over the last 5 years and forward. Why did we and do we Montanans continue to sell our coal to Asian countries at low prices, knowing full well there will be clean-up to pay for, as well as restoration. And that statement does not even take into account the effects of burning coal. The transformation of coal into energy really needs to be examined by experts.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19515

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Sheila brown	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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-19517

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Edd Blackler	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

The effects of the use of this fuel on climate change have not been sufficiently studied. The new shipping route requires new public hearings. The extraction and use of this fuel is a bad decision!

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19518

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Mary Gropp	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

My name is Mary Gropp, I am a resident of San Juan County in NW Washington, living across the waters from the proposed Gateway Pacific Terminal at CherryPt. 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, concerns which I feel should be addressed include:

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

I know that residents of the Tongue River Valley share similar concerns about the impact of the rail proposal with residents all along the line to Cherry Pt. 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.

Please require a thorough Environmental Impact statement, taking into consideration the multiple impacts to all the regions involved in this proposal. Thank you.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19519

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Susan Schwab	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Because of the new route, public comment period should be reopened and hold a hearing in Colstrip. Fair process for all involved.



# Surface Transportation Board

## Incoming Correspondence Record



#EI-19520

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Gerri Gunn	Date of Letter:	01/07/2013
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, 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.

Because it is part of a larger project to export coal from the US to Asia through ports on the Pacific coast, the proposed Tongue River Valley railroad would have much more extensive impacts. I believe that a responsible EIS will take these impacts into account. For example, the proposed Cherry Point Terminal in Northwest Washington for the coal transported by rail will impact marine life along the Pacific Coast and the Puget Sound. Copper is an environmental contaminant that is highly toxic for aquatic plants and animals. See:

<http://magazine.mining.com/Issues/0904/ImpactsCopperAquaticEcosystemsHumanHealth.pdf>.

For railways that are close to the marine shoreline or to wetlands, cumulative copper releases could present a significant source of pollution. Wetlands that lack an outlet and poorly flushed marine areas would be at greater risk. Many miles of the railway that would carry the increased traffic generated by the Gateway Pacific Terminal Expansion are located near the marine shoreline or near wetlands. Copper pollution from the expanded terminal could impact the unique and ecologically significant Cherry Point herring population.

The study cited below found that about 9.4 kilograms (20 lbs) of copper was released into the environment per kilometer of railway per year. Twenty pounds of copper per kilometer per year equals 200 pounds of copper for every six miles of railway per year. This is for rail stretches where the trains are not accelerating or braking. Larger amounts of copper would be released at railway terminals and in maneuvering areas, such as at the proposed Gateway Pacific Terminal. The Gateway Pacific Terminal is upland from the Cherry Point Herring spawning grounds. The negative impact of copper from railways on

this genetically unique strain of herring could be significant. The contamination would be cumulative over the life of the terminal. If the Gateway Pacific Terminal expansion is approved, copper contamination could pose a significant threat to the aquatic ecosystems that are near the railways that experience increased traffic.

Approximately 80% of the copper pollution generated by railways is released to the atmosphere and soil. This measurement of copper release from railways into the environment is derived from the following reference:

"Long-term Management of Track Ballast- A Case Study In Prevention and Recycling of Large Waste Flows" Ulrich Kral, Vienna University of Technology and Paul H. Brunner, Vienna University of Techology presented at the 2010 ISWA World Congress

This study shows that significant amounts of copper are released from level sections of railways where trains are neither accelerating nor braking. 9.4 kilograms of copper per kilometer of railway were estimated to be lost to the environment per year. 9.4 kilograms per kilometer per year equals 200 pounds per six miles per year.

[http://www.railway-research.org/IMG/pdf/b4\\_kral\\_ulrich.pdf](http://www.railway-research.org/IMG/pdf/b4_kral_ulrich.pdf)

[http://www.iswa.org/uploads/tx\\_iswaknowledgebase/Kral.pdf](http://www.iswa.org/uploads/tx_iswaknowledgebase/Kral.pdf)

The results of this study show, that gravel, contact wire, and brake pads are sources of equal importance for copper release from the railroad stretch investigated.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19521

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Janet Alderton	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I am a retired biologist and resident of Orcas Island, San Juan County. San Juan County is the only U.S. county entirely surrounded by water. Our islands are nestled in the Salish Sea that extends from Puget Sound in Washington State to Johnstone Strait in British Columbia.

In countless ways we all are connected to communities that will be negatively impacted by the expansion of coal mining and the transport of coal by rail and by ship to Asia. My island is connected to the Tongue River Valley and to the entire globe.

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, the environmental impact statement 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.

Because it is part of a larger project to export coal from the US to Asia through ports on the Pacific coast, the proposed Tongue River Valley railroad would have much more extensive impacts. I believe that a responsible EIS will take these impacts into account. For example, the greatly increased volume of shipping traffic that would result from coal terminal expansion has the potential to pollute the waters around my island when a grounding or collision occurs. Human error is not uncommon -as illustrated by the decision to tow a huge oil drilling platform, the Kulluk, in mid-winter through dangerous waters. This rig is grounded on an island south of Kodiak Island, Alaska. Combine human error with mechanical failure and/or severe weather and ecological disasters do happen. An ecological disaster in the Salish Sea would bring economic disaster to our community because we rely heavily on tourism.

Because San Juan County is the geographic center of shipping within the Salish Sea, the transportation challenges of the additional coal ships only increases the concerns of county citizens. Narrowly limiting EIS studies to the Tongue River Valley railway proposal alone, while ignoring the marine transportation component, will not adequately address the concerns of the citizens of San Juan County, nor adequately represent their interests.

Therefore, I request that the Tongue River Valley railway Environmental Impact Statement fully and completely include the linked and cumulative activities of transporting 50 million tons of strip-mined coal from Montana and Wyoming by rail to the proposed export terminal at Cherry Point, Whatcom County, Washington and to other Pacific Northwest ports and then transporting those millions of tons by ship through the Salish Sea to Asia.

Please conduct a thorough, comprehensive, vessel traffic study that should at least include the following:

1. The increased risk of collision, allison, or grounding of all vessels while navigating the narrow, reef strewn, shipping lanes around the San Juan and Gulf Islands.

What measures, if any, could reduce the risks to vessels, shorelines, and public safety from shipping accidents?

2. The increased risk and consequences to the economy, wildlife, and the environment by any oil or cargo spill in or near the San Juan or Gulf Islands.

Are local and regional oil spill resources adequate to limit and then clean up a significant spill?

What would be the economic consequences of a large spill on the shellfish, tourism, recreational boating and fishing industries of the San Juan Islands?

3. Given that tankers containing bitumen already use our waters, what technology and spill response capabilities exist, or would be required, to limit and clean up a spill of that product?

What are the unique characteristics of bitumen that would pose a threat to the environment in the event of a spill?

4. The harmful effects on marine mammals of mechanical and surface sound propagation into the Salish Sea and the waters surrounding the San Juan and Gulf Islands.

How will additional ship noise affect the foraging, rearing of young, social interactions, and possibly survivability of endangered Southern Resident Killer Whales?

5. The environmental risks of greater and greater numbers of ships using the Strait of Juan de Fuca and Unimak Pass, Alaska as the prime great circle route to Asia.

What facilities and capabilities exist to assist vessels in distress while in the continental waters off Washington, British Columbia, or the Aleutian Islands?

Are oil spill resources capable of responding to a spill in these waters?

What would be the environmental consequences of being unable to contain a spill in these more remote waters?

A comprehensive regional vessel traffic study is particularly necessary now because not only is the proposed Gateway Pacific Terminal adding ships to the already significant existing traffic but expansions are proposed for the tar-sands pipelines at Burnaby, BC and Anacortes, WA. Expansions of these facilities will contribute additional vessel transits to the increasingly crowded waters of the Salish Sea and beyond.

Those of us who live in San Juan County know the inherent hazards of sailing our cold, stormy waters and foggy mist shrouded islands. Channels dedicated to large ships are narrow, sinuous, and abound in rocks, reefs and small islets. Adding more and more very large vessels to these navigational hazards will elevate all the mechanical failures, weather related accidents, and human errors to levels which are unacceptable to San Juan County and Washington State residents. Therefore, I strongly oppose the construction of the Tongue River Valley railway.

Additionally, since there are currently five coal export proposals that would transport as much as 150million tons of coal through the Northwest, I urge the Army Corps of Engineers conduct a comprehensive, inclusive, area wide Environmental Impact Statement to assess the cumulative environmental impacts from all of the proposed coal export terminals.

from: <http://cliffmass.blogspot.com/>

SATURDAY, JANUARY 5, 201  
Gulf of Alaska Storms Versus Shell Oil Drilling Platform

The storms win.

Shell Oil made a misguided and poorly informed decision to move a huge drilling platform (the Kulluk) from Dutch Harbor Alaska to Seattle starting December 21st. As described in the Seattle Times and elsewhere the problems grew from broken tow lines and faulty engines on December 26th, to the eventual grounding the Kulluk on an island just south of Kodiak island on December 31st.

The Kalluk beached south of Kodiak Island

Anyone familiar with the meteorology of the North Pacific and the Gulf of Alaska knows that this region is one of the stormiest on the planet with one major storm after another during midwinter. Unbelievably, a Shell Oil spokesman said, that forecasts indicated a favorable two-week weather window. This is at odds with the facts. First, as I will show below the forecasts on the day they left clearly suggested the potential for big storms during the 3-4 week voyage to Seattle, including the first week. Second, forecast skill drops substantially after 4-6 days and thus there was no guarantee of fair weather for this difficult tow.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19522

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Nora Ferm	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I am writing because I am extremely concerned about the proposals to transport coal from Montana and Wyoming to terminals on the Pacific Coast for export to Asia, because they are likely to have serious impacts on public health and the environment.

The proposal to build a coal-hauling railroad line through the Tongue River Valley is particularly worrisome for two reasons: 1) it would have adverse consequences for 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.

I grew up in the Pacific Northwest and go there several times a year to visit my family. I also care deeply about climate change. For those reasons, this proposal is particularly concerning to me.

Regarding the Tongue River Valley rail proposal, the Environmental Impact Statement (EIS) should analyze a number of things, in particular:

1. Degradation of wildlife: Industrializing the valley with the railroad and a coal strip mine will hurt the Valley's rich wildlife habitat.
2. 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. This will have serious economic, environmental and societal consequences.
3. 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.
4. 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.
5. Climate change from increased greenhouse gas 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.

Because it is part of a larger project to export coal from the US to Asia through ports on the Pacific coast, the proposed Tongue River Valley railroad would have much more extensive impacts. I believe that a responsible EIS will take these impacts into account. For example, the Gateway Pacific Terminal will have negative impacts on the communities, ecosystems, ecosystem services, and quality of life in the region. Likely serious impacts include underwater noise from the propellers on the ships, in excess of 180 decibels; a greater risk of oil spills; ballast water that introduces exotic species; coal dust and diesel exhaust that will cause respiratory health problems; and impacts on Pacific herring that spawn in the spring near Cherry Point. As a result, I urge you to include studies of underwater noise, exotic species from ballast water, coal dust and diesel exhaust from the trains, and the potential for oil spills in the EIS.

Climate change is a serious problem, and it is time to enact policies and measures that mitigate climate change rather than exacerbating it. We should support US-China partnerships, both public and private, that help China transition to cleaner energy sources rather than burning more and more coal - for example, China already has a burgeoning solar panel industry. We should support incentives for the development of clean energy businesses in Wyoming, Montana, and Washington State, and for consumers to use cleaner energy and use it more efficiently.

I will continue to follow this issue closely, as I feel that moving forward with this proposal would have terrible consequences for all of us, and for our children and grandchildren.

Sincerely,  
Nora Ferm

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19523

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	David Hornor	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I grew up in West Virginia with my father and grandfather both working in the coal mines. I have experienced what the mining industry has done to destroy the environment in that state. I oppose this railroad project for an number of reasons listed below. 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-19524

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Martin Kimbell	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

I am a former Montana Resident, and in fighting power transportation routes here in NH, Northern Pass, I am familiar with the plight of the people opposed to demands on our resources and personal properties. Too much land is being sacrificed for the needs of others outside our state boundaries. It is time to stand up for greener energy sources. Coal burning for energy is a huge step in the wrong direction for a healthy planet and its people. Greed among the millionaires and billionaires only adds to the problems of our global capitalistic society. NIMBY is all well and good, but seriously, who would want any railroad, strip mine, or polluted skies in their back yard. Look to the pollution problems surrounding the Chinese manufacturing cities and industrial areas, and we see what is not in our own back yard. Out of sight, out of mind, that is our view. Here in NH, I can't see Otter Creek, or Asia's needs for the energy in the future, yet I can see the remains of our own industrial cities and manufacturing centers, now moved to the foreign countries. It is time we USA citizens take responsibility for our global community, and begin to make our planet a healthy growing community and to respect the bio economic difficulties ahead.

Thankyou for allowing my comments to be submitted.

Martin Kimbell

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19525

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	John Seeburger	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

Greetings,

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.

I am against these coal terminal plans 100% Here in the Puget Sound region, we citizens are working to create a living model that is healthful, bio-diverse, and sustainable as well as repair the damage down by shortsighted, careless peoples of the past, and these coal terminals do not fit into our model in any way.

To let this project go forward would be an overall travesty. The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants. Please act with mindful consideration for the long term and sustainability and conservation. Don't allow our Orcas, our forests and our wildlife to be compromised.

Thank you,  
john seeburger

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19526

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Ilene Silver	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

The environmental impact statement for the proposed Tongue River Railroad should include an analysis of the effects on global warming, and the direct pollution on the west coast, from burning the coal that would be extracted from the Montana mines. The winds will carry the sulfur dioxide, mercury and other pollutants directly to the west coast. The effects of the pollution from coal dust from the trains, will affect the health of people in communities like mine, in Washington State. This must also be considered in the environmental impact statement.

The proposed railroad does not benefit the public at all. It is for the exclusive benefit of a giant coal company, Arch Coal. There is no public necessity whatsoever - this project has no benefit to the public at large and in fact is a challenge to everyone's health and well being. A few people will profit mightily and they will try to make the case that this is 'better for all' - a very tired argument.

This project will have a devastating effect on the pristine Tongue River Valley and the wildlife that find refuge there. We do not need yet another industrial wasteland dumped into the last of our pristine areas by a coal giant that will only hasten the demise of our biodiversity through rampant global warming resulting from burning the coal - not to mention the enormous costs in fuel just to get the coal to China.

The railroad will split ranches and farmland, and will do everything we don't want to see in a rural, pristine area. And THEN it will serve to increase global warming, increase ocean acidification, increase coastal flooding. We have the justifications to stop this. Mr. Blodgett, you must step up - this is it.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19527

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Susan Delles	Date of Letter:	01/07/2013
Group:			

### Submitter's Comments

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

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

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

You also can post a letter to:

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

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19528

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Stephanie Buffum	Date of Letter:	01/07/2013
Group:	Friends of the San Juans		

### Submitter's Comments

For Alternative Analysis: please describe the alternatives analysis for the proposed Tongue River Valley coal train project including but not limited to site design and a review of different locations throughout the nation that are already developed ports or Brownfields with pre-existing environmental impacts and rail tracks.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19529

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/07/2013
Name of Sender:	Heidi Madden	Date of Letter:	01/07/2013
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.

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

For example there are numerous public parks along the rail tracks that the Tongue River Valley rail would be a tributary to. There are also numerous residential neighborhoods and highly populated urban areas within 8 city blocks of the rail tracks in many areas along the Pacific Northwest. What impact would fugitive coal dust and diesel fuel from these additional trains have (on an immediate and cumulative basis) on the health of the public living, working or using the parks within 8 city blocks of the rail tracks? Will residents who live this close to the tracks even be able to keep their windows open in summer without risking a compromise to their health? Will pre-existing health conditions be aggravated by the coal dust/diesel pollution? What about babies, who have been proven to have weaker lungs and be more vulnerable to respiratory illnesses? Will vegetables grown in gardens close to the track be safe to eat? And what about the emotional impact of that much more noise from that many more one and a half mile long trains carrying coal?

Please consider these impacts in your EIS. Thank you for your consideration.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19530

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Amanda Niles	Date of Letter:	01/08/2013
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-19531

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Susan Rolfe	Date of Letter:	01/08/2013
Group:			

### Submitter's Comments

This project proposes to cut the valley in half, jeopardizing local farm and ranch operations, disrupting wildlife movements, devaluing property, and increasing flooding potential in Montana. In my home region of western Washington, we would suffer increased pollution from coal dust, diesel fumes and noise. Taxpayers would have to pay the costs associated with safety infra-structure to prevent rail car accidents as well as injuries and deaths at crossings.

This is a huge investment in a dirty, unsustainable business. Dirty fuel being sent to other countries with lower air quality standards is still dirty...and the planet is getting smaller all the time. Big Coal stands to make a lot of money on a limited resource, and when it's gone, all we will have is rusted and obsolete equipment. Yet the social and environmental costs of this backward step would be with us for generations to come. It's an irresponsible use of resources. Please do NOT approve this project



# Surface Transportation Board

## Incoming Correspondence Record



#EI-19532

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Hannah Sullivan	Date of Letter:	01/08/2013
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: 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.

# Surface Transportation Board

## Incoming Correspondence Record

#EI-19533

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Gary Pierson	Date of Letter:	01/08/2013
Group:			

### Submitter's Comments

Coal, a fossil fuel is a big contributor of climate change. Why do it? Leave it where it is, and turn to sustainable alternatives. Do it for the future.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19534

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Peter J. Schweinsberg	Date of Letter:	01/08/2013
Group:			

### Submitter's Comments

I oppose approving the Tongue River Railroad Company's permit to build a coal-hauling line through the Tongue River Valley in order to export coal to China. Global warming is a very serious issue and the United States has dragged its feet on the issue for a dangerous amount of time. Moreover, the recent discovery of the great extent of thawing methane hydrates (methane bubbles trapped in frozen sea floors, permafrost, and polar ice) shows the perilous situation in which the planet lies as a result of our procrastination. We must act to stop the expansion of fossil fuel projects and immediately convert solely to energy projects that do not use fossil fuels if we are to ever control climate change. As methane hydrates thaw, they release methane, a powerful greenhouse gas. The methane release further warms the planet and subsequently causes the release of yet more methane from methane hydrates, in a potentially unstoppable feedback loop. If we pass the tipping point where global warming is unstoppable, no other human goal is going to matter for long. I repeat, no other human goal is going to matter for long. We will never be able to eradicate female genital mutilation, hunger, illegal slavery, warfare, or that many more diseases from the world. Global warming's consequences upon agriculture, forests, coastal cities, and low-lying nations will be enormous. In fact, even if we immediately stop greenhouse gas emissions, we are still due for five feet of eventual sea level rise from the lag time between greenhouse gas emissions and their heat-trapping ability. Many people's livelihoods will be worsened and ended, even if one cannot precisely tie the harm to specific individuals. This rail line will facilitate the further use of coal, which is a very dirty fossil fuel. Coal pollution not only warms the planet, it also dumps mercury into the environment and contributes to acid rain. In fact, one in six U.S. women already has enough mercury in her body to damage a fetus during a pregnancy. Those pregnancies that are carried to term will harm future people. Coal pollution already kills 10 million people per year and the mercury, a neurotoxin, damages people's valuable cognitive abilities and is a leading source of mercury pollution. Furthermore, exporting coal to a non-democratic country like China, where the people have extremely limited ability to influence government pollution policy and face human rights abuses when they protest is particularly immoral. In light of the above, I argue that the rail line would not qualify as a "public convenience and necessity," as would be required for the proposal to proceed. There are many cleaner extant forms of energy which can be alternatively utilized. The cost of inaction on climate change far exceeds the cost of action. We can think ahead. Let us do so. Please refuse the construction of the Tongue River Railroad. I have only touched the surface of the resultant environmental harm which would occur in if the project is allowed to go forward. I have not even broached the damage to wildlife, flood control, property values, traffic fluidity, or noise pollution control if this project proceeds. Thank you.

# Surface Transportation Board



## Incoming Correspondence Record

#EI-19535

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Karen Brandenburger	Date of Letter:	01/08/2013
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-19536

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Dianna MacLeod	Date of Letter:	01/08/2013
Group:			

### Submitter's Comments

I have several concerns about the impact of coal trains through the Tongue River Valley. Coal trains will lower property values, adversely affect wildlife, impose considerable noise pollution to areas of outstanding natural beauty and recreation, place tax burdens on the public to construct infrastructure (such as safety crossings and overpasses),, and increase traffic in the area.

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19537

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	David Perk	Date of Letter:	01/08/2013
Group:			

### Submitter's Comments

Dear Mr. Blodgett,

The environmental impact statement for the proposed Tongue River railroad should include in its analysis the following:

What quantity of CO2 emissions per year will result from the coal exported via the rail line?

What amount of increased ocean acidity will that amount of emissions produce, per year, and beginning in what year?

What will the impact be to Washington State's shellfish industry of any additional CO2 resulting from the burning of Tongue River coal?

What percentage of Washington State's mitigation costs will be attributable to Tongue River coal?

As a resident of Washington State I am concerned that 3,200 shellfish industry jobs are at risk from ocean acidification. The shellfish industry generates \$270 million in revenue for Washington State. The Washington Department of Ecology will be spending \$3.3 million dollars a year studying ocean acidification and mitigation strategies.

I am concerned that by allowing the Tongue River railroad to be constructed, Washington State's shellfish industry will be harmed as a direct result.

Please consider this document an attachment:

[http://pmel.noaa.gov/co2/files/wa\\_state\\_blue\\_ribbon\\_panel\\_oa\\_11-27-2012.pdf](http://pmel.noaa.gov/co2/files/wa_state_blue_ribbon_panel_oa_11-27-2012.pdf)

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19538

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Dave Garding	Date of Letter:	01/08/2013
Group:			

### Submitter's Comments

I am against any further expansion of mining. Why are we destroying our landscape, shipping the coal by train which emits coal dust(know carcinogen)into the air of our communities, then sending it to countries with little or no environmental restrictions on air pollution. The burning of coal is the leading contributor of global warming issues and is nothing but pollution plain and simply. It's time to stop this insanity!!

# Surface Transportation Board

## Incoming Correspondence Record



#EI-19539

### Correspondence Information

Docket #:	FD 30186 0	Date Received:	01/08/2013
Name of Sender:	Rosann Wuebbals	Date of Letter:	01/08/2013
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."

Then say: "Regarding the Tongue River Valley rail proposal..." I have concerns specific to the Tongue River Valley.

"Because it is part of a larger project to export coal from the US to Asia through ports on the Pacific coast, the proposed Tongue River Valley railroad would have much more extensive impacts. I believe that a responsible EIS will take these impacts into account. For example...the health of ecosystem and the huge impact on traffic withthe the proposed coal trains and export terminal(s) on the Pacific Coast. Thank you, Rosann Wuebbels



EI-19541

Surface Transportation Board  
395 E. Street, S.W.  
Washington DC 20423-0001

Atten: Ken Blodgett:

**We are writing concerning the scoping process currently underway regarding the proposed Tongue River Railroad and potential Colstrip Alternative. We are asking to be listed as a party of record with an interest in this issue.**

**We have lived on Rosebud Creek on Section 25, 1N, 42E since 1959. Joe was born and raised on SW4 of Section 19, 1N, 43E which we now own. This has been a nice quiet place to live all these years while investing 82 years of time and money raising cattle and improving the soil. A railroad through this area would certainly disrupt our lifestyle.**

**We have a few questions that need to be addressed:**

- 1. According to the map we have received from HDR Engineering, Inc., the area where they would cross our meadow and the Rosebud Creek would need to have a fill across it. Where do they propose to get the fill dirt?**
- 2. This area of Rosebud Creek can get pretty wild in the spring run-off. It floods quite often. What would Burlington Northern do to prevent the water from backing up and flooding and souring our meadows?**
- 3. This railroad would cut some of our pasture in two thereby leaving one parcel without water. Who is going to pay to have a well drilled and a pump and tanks installed?**
- 4. This railroad would have to be fenced. Who would pay for that and who would maintain the fence?**
- 5. The county road would be crossed by the railroad. It is a gravel road and is heavily traveled by workers at all hours and also by the school bus. Quite often, this valley gets so dusty that a person can hardly breath and visibility is limited. Would the railroad be willing to install a crossing with bars, bells and lights for the safety of all using the road?**

**We would like to go on record as opposing the Tongue River Railroad and the Potential Colstrip Alternative regardless of the route chosen and also mining of the Otter Creek/Ashland area. We do not feel it is in the best interest of the people of Montana. Therefore, we are urging the Surface Transportation Board to accept the NO ACTION alternative.**

**Sincerely,**

*Joe W. Curran*  
*Helen E. Curran*

**Joe & Helen Curran  
3469 Rosebud Creek Road  
Forsyth, MT 59327**



January 3, 2013

Ken Blodgett, [blodgettk@stb.dot.gov](mailto:blodgettk@stb.dot.gov)  
 Surface Transportation Board  
 395 E Street, SW, Washington, D.C. 20423-0001  
 Environmental filing, Docket No. FD 30186  
 Facsimile: (202) 245-0454

*VIA Electronic Mail and Facsimile*

**RE: Tongue River Railroad Company, Inc. Revised Application for Rail Construction and Operation (STB Docket No. FD 30186) – Scoping Period**

Dear Mr. Blodgett:

On behalf of Montana Environmental Information Center, Sierra Club, and their members in and around Colstrip, Montana, I write to request clarification of information provided in connection with the Surface Transportation Board's ("STB") Draft Scope of Study for construction of the Tongue River Railroad and an expanded scoping process.

On December 17, 2012, on the eve of the Christmas and New Year holidays and after all public scoping meetings had concluded, the Tongue River Railroad Company submitted a supplemental revised application for the construction and operation of the Tongue River Railroad, in which it identified for the first time in the project's 30-year history the "Colstrip route" as the company's preferred route for the railroad. At the same time, STB released to the public a new map of the Colstrip route, now available on the STB's Tongue River Railroad web page. STB also mailed a map to Colstrip-area landowners that depicts a Colstrip route that is different from the route depicted in the map available on STB's website. Although the map that was mailed to landowners has not been made available to the general public, it reportedly shows the proposed route of the railroad traversing land owned by an Amish community—land not shown to be impacted by any other map. By this letter, we respectfully request clarification regarding the proposed Colstrip route.

We further request an expanded scoping process, including an extension of the public comment period and an additional public meeting to be held in the Colstrip area. Although the Colstrip route has been included among the railroad's alternatives since the project was first proposed, it was previously rejected as technically infeasible. The public was only notified of the Tongue River Railroad Company's apparent change-of-heart regarding the feasibility and desirability of the Colstrip route when the Company submitted its supplemental revised application on December 17, 2012. Thus, Colstrip-area residents—including owners of land that would be bisected by the railroad's new preferred route—did not have any reason to know that they are likely to be directly affected by the construction of the railroad.

The requested clarification and expanded scoping process are necessary to ensure that people affected by the proposed railroad have a meaningful opportunity to participate in the entire public process provided for by the National Environmental Policy Act (“NEPA”), 42 U.S.C. § 4321 et seq. Under NEPA,

[t]he primary purpose of the scoping period is to notify those who may be affected by a proposed government action which is governed by NEPA that the relevant entity is beginning the EIS process; this notice requirement ensures that interested parties are aware of and therefore are able to participate meaningfully in the entire EIS process, from start to finish.

Kootenai Tribe of Idaho v. Veneman, 313 F.3d 1094, 1116-17 (9th Cir. 2002) (overruled in part on other grounds, Wilderness Soc’y v. United States Forest Serv., 630 F.3d 1173 (9th Cir. 2011)) (finding no NEPA violation based on failure to provide maps during the scoping period where “the location of the affected areas was reasonably known to the plaintiffs prior to the receipt of the maps”). This purpose is defeated if landowners who may be directly affected by the railroad are not given clear and accurate information about the proposed route and an opportunity to comment on the new preferred route in a public meeting.

Please do not hesitate to contact me about this request at (406) 586-9699 or [jharbine@earthjustice.org](mailto:jharbine@earthjustice.org).

Sincerely,

/s/ Jenny Harbine

## Other Submissions

In order to process your filing, please fill out the following information. If you do not know the docket number, please leave it blank and we will fill it out for you.

Please fill out the following information to help us complete your filing:

Docket #: FD -30186 - -

Subject: \* Tongue River Railroad  
 First Name: \* Karson  
 Middle Name:  
 Last Name: \* Kluver  
 Address: \* 3034 Rosebud Creek Road

City: \* Forsyth  
 State: \* MT  
 Zip Code: \* 59327-  
 Email Address: \* wineglass@rangeweb.net  
 Group/Affiliation:

Message: This planned railroad is a completely for profit, company owned scheme. There is no direct benefit to this area except a few fleeting temporary jobs.

As of now, the coal is supposed to go overseas. It will have no benefit to this country, other than to line the pockets of a few.

We in Rosebud County just had the worst fire year in recent memory. Railroads start fires. What is the plan to mediate that?

There is also a problem with weed seeds transported in, both during construction and during operation of the railroad, greatly harming the native ecosystem. How will that be mediated?



**Fw: Docket No. FD 30186**  
**Kenneth Blodgett** to: Joshua Wayland

01/09/2013 10:44 AM

----- Forwarded by Kenneth Blodgett/STB on 01/09/2013 10:40 AM -----

From: Dawn Bickett <dawn.bickett@gmail.com>  
To: BlodgettK@stb.dot.gov  
Date: 01/09/2013 10:22 AM  
Subject: Docket No. FD 30186  
Sent by: Greenpeace <info@wdc.greenpeace.org>

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Jan 9, 2013

Ken Blodgett

Dear Blodgett,

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" as required for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive 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 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would

require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Dawn Bickett  
2008 15th St NW  
Washington, DC 20009-5809  
(510) 552-4984