



PLANNING AND COMMUNITY DEVELOPMENT

Allan Giffen
Director

January 17, 2013

GPT/Custer Spur EIS
c/o CH2M HILL
1100 112th Avenue NE Suite 400
Bellevue, WA 98004

RE: City of Everett Comments on Scope of EIS

Dear Lead Agencies:

The City of Everett is located along the BNSF rail lines that have been identified in the information provided to date that will be used to transport coal to the proposed terminal and return empty rail cars to the coal mines. As an affected jurisdiction, Everett is providing the following comments related to the scope of issues to be addressed in the NEPA / SEPA Environmental Impact Statement.

Comments Already Provided: There have been a great number of comments already provided from a wide range of cities, interest groups and citizens, concerning impacts related to traffic, safety, air quality, health, climate change, rail freight capacity, and cumulative impacts of the proposed export terminal, as well as other coal export facility proposals in Washington and Oregon. Everett encourages the lead agencies to fully address the impacts as suggested by those who have already commented on the scope of the EIS.

Additional Information Requested / Potential Environmental Impacts of the Proposal:

The City of Everett asks that the following additional information be addressed in the Draft EIS:

1. Number of additional train trips above current levels that will use tracks within the City of Everett, including number of trains, length of trains, schedule and time required to pass at-grade crossings.
2. Routing of additional train trips. Please identify specific routes to be used by the additional coal train traffic, and the cumulative future train traffic anticipated from both coal trains and other railroad users within Everett. Please also specify alternate routes to be used, if any, in the event of track blockage or closure.
3. Track and related infrastructure improvements necessary to support the additional train traffic, depending upon the scope and location of improvements, this may trigger the need for a shoreline permit within the City.

4. The DEIS should identify in the description of the No Action Alternative the routes that coal trains would use, and the anticipated future train traffic volumes, to transport coal to other potential export facilities. For example, if the Cherry Point Gateway project is not built, would coal trains still use the BNSF tracks in Everett to transport coal to other export facilities in British Columbia, or elsewhere? This description should also identify whether or not there is any mitigation of impacts that would be regulated by existing regulations or project specific mitigation measures from some other environmental review process. This alternative should also compare the job creation figures in Washington and elsewhere (British Columbia) with those anticipated by the proposed project.

The environmental analysis should address the following items under "Impacts and Mitigation Measures:"

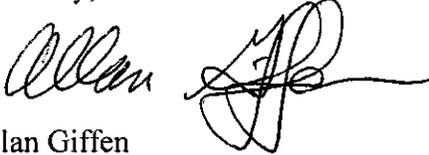
- 5 Air Quality Impacts -Additional train traffic and its associated impacts on air quality through diesel emissions and coal dust. Areas of potential impacts include residential neighborhoods and employment areas along the Everett portion of the BNSF railroad line, and downtown Everett.
- 6 Traffic Impacts on at-grade rail crossings in Everett, including the cumulative future train traffic anticipated from coal trains and other railroad users in Everett and other communities along all impacted rail corridors. This analysis should also identify mitigation necessary to avoid significant adverse impacts, including infrastructure improvements such as grade separations, and identify the timing and responsibility for funding such improvements. For example, will the project proponents or the railroad be responsible for mitigating traffic LOS impacts created by the project? If not entirely mitigated by the project proponent and railroad, who will be responsible for the balance of costs for infrastructure improvements?
- 7 Landslide Activity -Impacts of additional train traffic and/or track improvements on slide-prone geologically hazardous hillsides in Everett. There has been an unusually high number of track closures since the start of the current rainy season and geological and drainage analysis of the hillsides should be provided. In the event of track closures, what are the proposed train layover locations.
- 8 Structural issues -potential effects of additional freight trains on structural integrity of the train tunnel in downtown Everett and buildings located above and adjacent to the tunnel. This analysis should a vibration study and should also identify mitigation necessary to avoid significant adverse impacts.
- 9 Freight Mobility -impacts on Mount Baker Terminal Rail Barge Transfer facility for Boeing airplane production in Everett and serving the Boeing 747/767/777/787 assembly plant -what are the potential delays on cargo movement between the Mount Baker terminal and the Boeing plant, and how would they be mitigated?
- 10 Passenger trains -impacts on Sounder and Amtrak schedules resulting from additional train traffic on BNSF mainline, including the cumulative future train traffic anticipated

from coal trains and other railroad users in Everett.

- 11 Water quality -impacts on water quality in Port Gardner Bay/Possession Sound, the Snohomish River or other water bodies from coal dust, or from trains potentially derailed as a result of a mudslide. A mudslide occurred during the current rainy season resulting in derailment of moving freight cars.
- 12 Potential impacts (delays) of boat traffic on the Snohomish River waterway. Movement of trains across the river results in closure of the river to boat traffic while the train crosses. Additional closures could negatively affect local business, including commercial marinas that rely on the Snohomish River for access.
- 13, The City of Everett asked for citizen comments on the draft comments on the scope of environmental analysis. Some of those comments resulted in additions or revisions to this letter. The City is passing along all of the comments it received from Everett citizens as an attachment to this letter.

Thank you for the opportunity to offer comments on the scope of the EIS. If you have any questions about this letter, please contact Dave Tyler, Senior Planner, of this department at (425) 257-7155, or via email at dtyler@everettwa.org.

Sincerely,



Allan Giffen
Director

Cc: Mayor Stephanson
City Council
Debra Bryant, CAA
Pat McClain, Mayor's Office
Dave Tyler, Planning Department

Dave Tyler

From: Allan Giffen
Sent: Monday, December 17, 2012 1:26 PM
To: Dave Tyler
Subject: FW: Coal. Train letter comments
Attachments: Allen Coal Trains.docx

From: doughtyg@comcast.net [mailto:doughtyg@comcast.net]
Sent: Monday, December 17, 2012 1:17 PM
To: Allan Giffen
Subject: Coa. Train letter comments

Allen,
Attached are my thoughts on the City's draft letter concerning the proposed increase in coal trains transiting Snohomish County.

Thanks,
Gary Doughty

Allen,

Below are my comments on the Coal Train Scoping Notice. Please note that I have not read the Notice but I did review the City's draft response. Perhaps some or all of my comments are already incorporated in the draft Scope.

1. What is the projected amount of time that the coal trains will take to pass any given point and at what time of day or days of weeks are coal trains expected to pass through Snohomish County?
2. What is the principal coal train route through Everett? Are there alternative routes available in case of a blockage? Where? Impacts on these routes should also be analyzed for impacts.
3. What is the stopping distance of a coal train at the anticipated speeds?
4. What is the expected increase in the number of pedestrian and vehicle accidents along the BNSF tracks? Where are the most likely pedestrian/vehicle conflicts with coal trains? What streets will be blocked during train stoppages for accident clearing and investigations?
5. What percentage of the track capacity will be utilized by the coal trains as compared to the current track use? How much track capacity will remain?
6. A complete sound and vibration study on the projected increase in unit train trips is necessary. Low frequency sound and vibrations can travel long distances depending on soil/earth and moisture, and may skip some areas to emerge in other areas. (Some Boeing rooftop equipment had to be insulated to prevent impacts to some citizens in Veralene Estates.) If coal trains will transit Snohomish County at night the impact of noise and vibration will be exacerbated by the noise sensitivity of people trying to sleep. What is the projected impact on sleep patterns of affected people? What other normal human activities will be adversely impacted by the increased number of large trains?
7. What additional amount of the day will the Boeing rail service be restricted beyond current levels? How many minutes or hours per day will their access be limited? Are the coal train trips predictably scheduled or are the transit times more random?
8. Boeing probably receives aircraft parts both at the barge terminal and via normal rail routes. How will the addition of 36 coal train trips affect Boeing deliveries?
9. Will the potential disruptions to Boeing rail access affect Boeing's decisions on where to build airplanes or how many airplanes to build at the Boeing facility?
10. A comprehensive freight mobility analysis is required of the coal train impacts on the Port of Everett and other industrial areas/properties, including Smith/Spencer Islands. Will sufficient capacity exist to support existing and potential rail traffic from and to other industrial users?
11. Will coal dust, dust control chemicals or vibration impact fish passage to various streams in Snohomish County? Will spills, dust or other discharges from coal trains along tracts adjoining water bodies impact aquatic life? What mitigation measures are proposed?
12. Will vibration from coal trains cause additional slides in the slide-prone areas of Snohomish County? What impact will these slides, if any, have on other rail traffic, especially passenger rail?
13. In the event of slides where will the coal trains layover? What intersections will be impacted and for how long?

14. What additional areas will require double tracking? If the Everett tunnel will be used, will it become a rail congestion space?
15. What is the impact of coal trains on track/track bed conditions such that additional maintenance will be required?S

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Monday, January 07, 2013 3:52 PM
To: Dave Tyler
Subject: FW: Coal trains

From: Beverly Davis [<mailto:bezdavis@earthlink.net>]
Sent: Monday, January 07, 2013 9:16 AM
To: Planning Email
Subject: Coal trains

Please consider this email a plea AGAINST making the Northwest the world's largest coal export region with the planned coal trains and coal terminals.

There does not seem to be an upside for anyone in this plan other than the coal companies and Goldman Sachs, who has the largest investor stake in the port operating company building Cherry Point, and BNSF transporting the coal. The jobs created by this industry are minimal. This is a hugely mechanized industry. And the size of this plan displaces other industries and opportunities for the railroads and this region. The crab industry at Cherry Point, for example, would be displaced and/or destroyed. In addition, the public would bear the cost of upgrading the rail capacity while the coal companies would pay nothing and the railroad pays a percentage in the single digits. There are also health considerations, particularly asthma and mercury contamination which is especially hard on children. There are the property values along the path of the railroad which are expected to go down, which would result in less tax revenue which would need to be met in some other way.

The public will bear the cost in terms of health, loss of other industries, property value reductions, rail upgrades and overpasses, problems with at grade rail crossings for all of us, including emergency vehicles. Responsible interest in public policy would evaluate the total economic costs and jobs lost versus jobs gained. There does not appear to be an upside to this for Everett, the region, or the world. Coal burning contributes to global warming and the costs incurred to even partially clean up coal burning power plants makes them less competitive than other fuels like natural gas. The reason coal is still used is only because it is cheap for the power plants. And it is only cheap if there are no or minimal pollution controls.

Please strongly oppose this plan.

Yours truly,

Beverly Davis
Everett, WA

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Friday, December 07, 2012 9:04 AM
To: Dave Tyler
Subject: FW: coal trains (comment)

From: Steven Winecoff [<mailto:winecoffsd@gmail.com>]
Sent: Thursday, December 06, 2012 11:22 PM
To: Planning Email
Subject: coal trains (comment)

December 6, 2012

Dave Tyler, City of Everett Planning Department

I am writing in response to the article published in the Everett Tribune on Dec 5, 2012 and written by Michael Whitney titled, "City publishes draft letter expressing its concerns on coal trains". I'm providing this input as part of the public comment process.

I fully support allowing coal trains to travel through Everett, Snohomish County and the State of Washington to and from other destinations. I believe in using our nation's natural resources including coal as an energy source and I certainly believe in commerce which of course includes transporting coal from one place in our country to another. To have a healthy economy we need to use our rail capabilities just like we need to use our airports, roads and other facilities for various purposes.

I live within about 1/2 mile up the hill from the rail road tracks in southwest Everett. Since the rail road tracks have been there for many years, people who buy homes or work near rail road tracks understand that trains make noise and this just goes along with living near RR tracks. This is similar to moving into a home near an airport or a freeway.

The coal business is an important part of our economy and it is an important part of our nations energy resources. Coal also helps keep the cost of energy down which also helps our economy and even creates jobs (which we desperately need in our country). Why would we not want to use our natural resources? We have to use our natural resources, so we have to allow our rail roads to operate as a rail road and that includes trains that transport coal.

I encourage and highly recommend the city of Everett to support coal trains through our city.

Thank you very much.

Steven Winecoff
Everett, WA

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Friday, December 07, 2012 2:40 PM
To: Dave Tyler
Subject: FW: Coal transport

From: jack henry [mailto:jhenry8293@yahoo.com]
Sent: Friday, December 07, 2012 9:13 AM
To: Planning Email
Subject: Coal transport

Our railroads were built for the express purpose of transporting goods. Railroads have been, and continue to be, the backbone of American commerce. The rails have been in place long before most homes were built. If you live in a house near railroad tracks, you have no right to complain about any inconvenience they might cause. The rails were here first! What did you expect?

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Thursday, December 06, 2012 2:47 PM
To: Dave Tyler
Subject: FW: No to coal mining train traffic

From: Lembi Kongas [<mailto:reflexing1@yahoo.com>]
Sent: Wednesday, December 05, 2012 4:56 PM
To: Planning Email
Subject: No to coal mining train traffic

Dear Dave Tyler,

I strongly oppose coal trains coming through Everett, the Pacific Northwest and the West Coast. The proposal to ship coal through the U.S. to China is unacceptable and intolerable.

These are my reasons for my stance:

- a) Coal is an out-dated, dangerous and dirty industry causing illness, pollution and the destruction of the environment. Let's use clean technology for our future.
- b) I live in the 3200 block of Rockefeller Ave. I have lived in North Everett for the last 20 years. We are building up a family friendly great community. I would have to move away if the proposed 20 one-1/2-mile long trains came through Everett. I live 5 blocks from the train depot and four blocks from Hewitt Ave, through which the trains would travel. The noise level from the locomotion and the from the train whistle would stress me out. I often awaken now at night as the train travels through the town.
- c) The coal train cars are not fully sealed. Coal dust and debris would fall onto the tracks and into the local community. Since the cars would be just sprayed on top of the coal, the same problem would apply to that. Coal dust fouls our lungs, some of it remaining there indefinitely.
- d) Everett is developing into a great family-oriented community. The coal train traffic going through the center of the town plus on both the east and west sides would ruin all that progress. The trains would be so close to Comcast arena, the YMCA, the Schack Art Center, the Children's Museum, the library, not to mention our waterfront and the Grand Ave. bluff area (which would be destabilized).
- e) The noise would be appalling.
- f) There is no economic gain to Everett, nor to any of the other communities through which the trains would travel. Our neighbors in Edmonds, Mukilteo, Marysville, Mt. Vernon and Bellingham have these concerns plus others for strongly opposing these coal trains.
- g) We would be exporting our resources too a foreign nation, China. Are we then a colony that is to lose its natural resources? (if there will ever be a time when coal is cleanly utilized.)
- h) The coal dust would blow back from China to the U.S., polluting this country and contributing to world pollution.
- i) The world is now one large community. What we do effects other countries. What they do effects us. Whether it's in Montana or Wyoming, the Pacific Northwest or the West Coast (or in future the Gulf Coast), coal is destructive to our health, to our communities and to the world.

Let's turn to clean energy!

Please help us preserve the quality of life we have in Everett, in the Pacific Northwest and in the U.S., and help us to help keep the rest of the planet clean too.

At this time, nations are meeting in Qatar re the climate. Let's not add to the world's problems by polluting with coal mining.

Thank you,
Lembi Kongas

Comments Concerning Coal Export Facility at Cherry Point, Whatcom County

Many immediate, direct likely derogatory environmental impacts have been cited in other individual and organizations' comments, all of which I support including in a well-researched Environmental Impact Statement regarding Cherry Point as well as other planned and existing coal export facilities in the country.

My primary concern is beyond these direct impacts. Climate Change because of CO2 emissions, in my opinion, is likely the largest threat to the planet in terms of survivability, economics, and security. In Washington State we already see direct economic effects in our shellfish industry from ocean acidification and probably infrastructure and other effects caused by more dramatic weather events. Migration patterns seem to be changing in the country as well as drought and rainfall pattern's impacts on agriculture.

From what I've read, the United States projects our coal resources available for power generation to last between 300-400 years at current levels. Coal currently is one of the dirtiest fossil fuels in terms of CO2 emissions. Many states including Washington, in recognition of the threat of greenhouse gas emissions' causing climate change, have passed legislation requiring larger mixes over time dedicated to clean power generation. In fact, coal generation as a percent of total generation has been reduced about 10% by these efforts over the last number of years. New federal emission standards are accelerating this trend. The idea is to transition to clean energy over many years and as a result to stabilize and reverse international greenhouse gas levels to prevent ecological and economic disaster. Hopefully, if successful, coal may become a backup resource that may never be fully used by this country and the world at large or used sparingly enough that we no longer threaten our future. While the coal industry may not like this trend, other products and industries have met their demise when found to be hazardous or no longer in the best interests of society. At least this is being done gradually enough to allow transition as well as time for research to proceed on possible sequestration methods in the future.

I presume and believe your deliberations should assume that every ton of coal we export will be burned and lacking any other evidence will be additive to the current rate of international greenhouse gas emissions. The EIS should consider the impact of the maximum coal exports envisioned from US ports including Cherry Point over at least 100 years and the potential effects on Washington State both ecologically as well as economically from its additive greenhouse gas effects on ocean acidification, temperature and rainfall on agriculture, rising water levels on low lying areas and infrastructure costs.

Submitted by: George Lockeman, 2430 81st PI SE, Everett, WA 98203, ph. 425-355-5434,
llockeman@yahoo.com

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Tuesday, December 11, 2012 3:09 PM
To: Dave Tyler
Subject: FW: Comments concerning coal export facility at Cherry Point, Whatcom County
Attachments: Comments Concerning Coal Export Facility at Cherry Point.docx

From: George Lockeman [<mailto:llockeman@yahoo.com>]
Sent: Tuesday, December 11, 2012 2:38 PM
To: comments@eisgatewaypacificwa.gov; Planning Email
Subject: Comments concerning coal export facility at Cherry Point, Whatcom County

Please add the attached file to public comments. George Lockeman

To: Dave Tyler, Everett Planning Department, Eisgateway Pacific
Re: Coal Train and Terminal

I represent Dagnars Marina, a 800 boat Marina located at 1871 Ross Avenue, Everett, Washington. The Marina provides jobs and benefits to local businesses as many of the boats and boaters who utilize the facility come from all over the state, as well as Canada. The purpose of this letter is to voice a three fold concern regarding the proposed terminal including the impact on the waterway in the Everett-Marysville area, the highway traffic impact, and the coal dust airborne issue.

THE ADDITIONAL TRAINS WILL DISRUPT THE SNOHOMISH RIVER WATERWAY

The patrons of the Marina enjoy the easy access through the Snohomish water into the Puget Sound. When a train (such as the proposed coal trains) passes over the Snohomish River, the bridge closes and boats must wait for the bridge to reopen. The bridge located nearest to Dagnars Marina is the SR-529 Snohomish River Bridge #37. The additional openings of the bridge will create large delays and cripple the access through the Snohomish River. Dagnars Marina has managed to continue during the tough economic times, but the additional delays will negatively effect the business including the jobs, tax revenue, and additional benefits to the Everett and Marysville area from the various patrons who arrive from foreign locations to enjoy the benefit of easy access.

THE ADDITIONAL TRAINS WILL CREATE ADDITIONAL LAND/ROADWAY TRAFFIC

The additional train traffic will worsen an already existing traffic congestion problem in Marysville and Everett. Traffic accumulates due to the existing train crossing openings. Creating an additional burden will severely impact commerce in the area.

COAL DUST ACCUMULATING ON LOCAL BUILDINGS AND BOATS

Finally, a concern voiced by many interested parties locally is the possibility of the dark coal particles accumulating on boats, cars and buildings along its path. It is seen in other contexts such as sawdust, and some effort needs to be directed toward this issue as well.

Please determine realistic solutions to address the problems presented in our comment.
Thank you.

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Thursday, December 13, 2012 5:01 PM
To: Dave Tyler
Subject: FW: Gateway Pacific Terminal and Coal Trains
Attachments: Dagmars train bridge letter.doc

From: JJ Sato [mailto:jj_sato@hotmail.com]
Sent: Thursday, December 13, 2012 2:23 PM
To: vicwithsatocorporation@comcast.net; Planning Email; comments@eisgatewaypacificwa.gov
Subject: Gateway Pacific Terminal and Coal Trains

Dear Mr. Tyler and Gateway Pacific,

Attached is the comment from Dagmars Marina, an interested Marysville Party which will be effected by the proposed Coal export Terminal and additional Coal Trains through Marysville and Everett located at 1871 Ross Avenue, Everett, Washington. The Snohomish River Waterway is an essential driver of the Everett Economy in regards to transportation of materials, trade, fishermen, tourism, and other water related activities. The Coal Trains will adversely impact those waterways with undue congestion. Furthermore, the already overburdened traffic highways will also suffer. Please review the letter and make the appropriate decision to find an alternative location for the terminal and Coal Train routes. Thank you.

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Thursday, December 13, 2012 5:01 PM
To: Dave Tyler
Subject: FW: Coal Train Comment

-----Original Message-----

From: jimw@seanet.com [<mailto:jimw@seanet.com>]
Sent: Thursday, December 13, 2012 12:09 PM
To: Planning Email
Subject: Coal Train Comment

Hello,

I think expanded coal train proposal is very bad for the community - both Mukilteo and Everett. It represents bad public policy because:

1. The bluffs along the tracks vibrate when trains pass. More trains - especially heavy long trains - will cause more serious vibration and cause more of the bluff to become unstable and cause landslides.
2. Traffic at any crossing will be very negatively affected.
3. More noise is a negative.
4. Coal dust is poor for health and more trains will cause more coal dust to fall in Puget Sound, the train tracks, the atmosphere etc. This is a decision that will over the long term injure salmon, air quality, sea life, and people.
5. Several communities in Southern Washington already have turned the coal train port idea down. They were smart and recognized this idea is not good for the citizens.
6. Costs. If allowed, over time there will be a continual request by citizens for better grade crossings, over/under passes, road improvement to get around the train delays, etc. Where is this money going to come from? It's not going to be cheap to build out the infrastructure to construct a large number of re-engineered grade crossings from Seattle to Belling ham.
7. Time delays. People will have huge delays in traveling over the tracks until the grade crossings are improved. This will over time mean people will avoid any business that requires them to cross the tracks and that could mean a loss of business for many organizations.
8. Sound Transit is investing a huge amount of money trying to convince people to ride the train to Seattle. Money for parking lots in Mukilteo, expanding lots in Everett, more lots for Edmond's etc. Plus costs to run the Sounder. Just how can adding all these long, long, trains not possibly interfere with the efficiency of the Sounder and its plans for the future?
9. The large ships transiting Puget Sound and the Straits will increase and with the increase the risk of ship collisions etc increases. Dumping a load of coal into the Sound or a load of oil is not wise.

1st Home values will drop near the train routes. Taxes will therefore drop also. The drop in value will hurt Snohomish County at a time when property taxes already are down.

And of course, burning more coal - whether in China or the US - is not good for the environment. Pollution does cross over the Pacific and come right to the US coasts. So the West Coast will get the pollution from coal burned in China - especially because there will be no legal regulations on how coal is burned outside of the US or mandates for clean coal technology.

This is simply a bad idea and negative for Everett and everyone else. There won't be enough jobs created to offset the negatives.

Please do the right thing and turn down this idea.

Jim Wright

Everett Planning Department – ATTN: Dave Tyler
2930 Wetmore Avenue suite 8A
Everett, WA 98201
December 15, 2012

RECEIVED
DEC 19 2012
CITY OF EVERETT
Planning Dept.

Dear Everett Planning Department:

I am writing to object to the proposed rail use of tracks through Everett for coal trains destined for Cherry Point Refinery and subsequently for export to China.

I reside one and a half blocks from the railroad tracks that go under the Broadway Avenue Bridge and through downtown Everett. With the rail traffic as it is now, without the addition of 18 or more coal trains per day, the noise of trains grinding against tracks and train brakes squealing as they slow to enter the tunnel is intolerable. Liken it to fingernails across a blackboard magnified 100 fold and you get a feel for how nerve racking the noise is. Day and especially at night! Seven days a week!

There are times we can even feel the ground shake from the force of these massive trains. They run almost continuous throughout the day and night now. I cannot imagine the addition of a large number of dangerous coal trains to the already highly traveled tracks.

My other objection and of even more importance is **safety**. Coal transport involves risk and there is always the potential of derailment or other possible deadly and hazardous consequences of coal transport.

Thank you for allowing me to voice my objection to coal trains through Everett. Such a dangerous product as coal should be disallowed through Everett's main core area.

Sincerely,

Joyce Pangburn
3017 Lombard Ave #704W
Everett, WA 98201
(425)903-4799

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Monday, January 07, 2013 8:03 AM
To: Dave Tyler
Subject: FW: comments to the city's drafted letter regarding the Gateway Terminal project

-----Original Message-----

From: William Belshaw [<mailto:wbelshaw@comcast.net>]
Sent: Saturday, January 05, 2013 9:17 AM
To: Planning Email
Cc: msbelshaw@gmail.com
Subject: comments to the city's drafted letter regarding the Gateway Terminal project

Thank you for the opportunity to respond to the city's drafted comments to the lead agencies for the scoping process regarding the proposed Gateway Pacific Terminal at Cherry Point.

Among your eleven concerns, you have asked the co-lead agencies to study the significant adverse and cumulative impact of 18 to 20 additional coal trains on slide-prone geologically hazardous hillsides in Everett (#7). This is a major concern for us, especially after the recent derailment of seven freight cars at the south end of the Port of Everett property below Rucker Hill. This event was captured on film and seen on the internet by a world-wide audience. It cannot be ignored. Imagine the environmental disaster that would have occurred had this been a coal train. Or had the derailment occurred just 100 yards south where the tracks meet the shoreline and there is no buffer between our fragile Puget Sound and the hillside. Is there a plan in place to clean up our shoreline in such an event?

I am asking that the significant impact of more coal trains on the stability of our fragile bluffs, already at risk, be studied as the first and most important impact for the people of the Everett area and the health of Puget Sound.

Yesterday, January 4, 2013, the Herald reported a mudslide between Everett and Mukilteo, along our shoreline, and today's Herald reports yet another mudslide along Puget Sound, both closing the tracks to the Sounder and Amtrak trains. We know that mudslides can derail trains. Fortunately, this didn't happen today or yesterday. There have been a number of derailments all across the US: in July of this year, six trains derailed, one in Eastern Washington when 30 trains derailed and spilled 6 million tons of coal. In August, there were two fatalities when 21 coal cars derailed near Baltimore, MD. On its website, BNSF states that "BNSF has determined that coal dust poses a serious threat to the stability of the track structure and thus to the operational integrity of our lines in the Powder River Basin". Along Puget Sound between Seattle and Everett, we are even more concerned about derailments caused by mudslides. We know they happen and to ignore this possibility is irresponsible.

The citizens of Everett have asked for more waterfront access. Mudslides and possible derailments will make the waterfront even less accessible. Eighteen to twenty more coal trains each day to satisfy Asia's massive appetite for coal will continue to destabilize our already geologically hazardous hillsides. Is it possible to contain the slides? Is it possible to move the tracks? Who will pay for this? We need our tracks for moving commodities other than coal, for moving commuters to and from Seattle, and for Amtrak services to points East. We cannot accommodate more coal trains.

Another issue not addressed is the significant adverse and cumulative impact of noise on our health and quality of life. Federal rules require that engineers of all trains sound their horns for at least 15-20 seconds at 96-110 decibels at all public crossings. Decibels in the

range of 80-105 are labeled extremely loud. Above 105 is dangerous. Besides directly affecting our hearing and that of our children, this very loud, chronic noise can affect our sleep, increase fatigue and exacerbate mental health disorders and anxiety. We in Everett have fewer public crossings than most cities along the route to the proposed terminal, but we do have an industrial site and future Port improvements and hopefully more public access, all to be affected by more train noise.

Please study these impacts.

Thank you for considering my comments.

Mary Belshaw
2111 Rucker Ave.
Everett, 98201
425-258-1527

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Monday, January 07, 2013 8:03 AM
To: Dave Tyler
Subject: FW: Comments on the City of Everett's Draft Letter Regarding Coal Train Scoping Comments

-----Original Message-----

From: Timothy Knopf [<mailto:timknopf1@yahoo.com>]
Sent: Monday, January 07, 2013 7:26 AM
To: Planning Email
Subject: Comments on the City of Everett's Draft Letter Regarding Coal Train Scoping Comments

Dear Gentlemen and Ladies,

I appreciate the attention to detail in the city's draft letter and support the concerns expressed within the letter regarding the local impact of Pacific Gateway Terminal and the coal trains that would supply it. Thanks for doing such a complete job.

Sincerely,

Timothy Knopf
timknopf1@yahoo.com

932 Wetmore Avenue
Everett, WA 98201

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Monday, January 07, 2013 3:52 PM
To: Dave Tyler
Subject: FW: City of Everett Coal Train Comments

From: Leslie Strickland [<mailto:stricklt76@hotmail.com>]
Sent: Monday, January 07, 2013 9:15 AM
To: Planning Email
Subject: City of Everett Coal Train Comments

January 7, 2013

City of Everett Planning Department

Attn: Dave Tyler

I agree with the City of Everett draft EIS comments and would like to see them expanded with the following concerns:

Air Quality Impacts – this should include HUMAN HEALTH & SAFETY. How will cancer, heart disease, asthma and other health risks be affected by air and water pollutions associated with coal transport and export? How will additional rail and ship traffic affect accident and collision rates? Why aren't the coal rail cars covered to lessen air quality impacts?

Landslide Activity: Everett's slide-prone geologically hazardous hillsides bordering the BNSF tracks are a significant issue. There have been over 70 slides since November 2012, including one train derailment. These natural factors cannot be controlled, and with onset of climate change, are likely to get worse. Everett's rainy season lasts about 9 months out a year.

NOISE: How will the noise and vibrations of unusually long, heavy and frequent trains impact property values and the structural integrity of homes and other buildings close to the tracks? How will chronic noise exposure affect the health and quality of life of people living, working, and playing nearby?

FISHERIES & TOURISM: How will tourism; boating; collision risks; oil/coal spill risks; salmon, crab and be affected by coal port construction and operations, and by the over 950 annual transits of immense coal ships?

COST TO TAXPAYERS: How much will we, the taxpayers, ultimately pay for costs affiliated with coal transport and export? Will such direct and indirect costs include necessary upgrades and additions to rail infrastructure; safety measures; public health expenses; the building of under- and overpasses and other attempts at mitigating adverse impacts; lost local businesses and jobs; damaged tourism trade; and decreased property values?

Thank you for your follow up on this important issue.

Sincerely,

Leslie Strickland

5127 Seaview Way

Everett, WA 98203

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Monday, January 07, 2013 8:02 AM
To: Dave Tyler
Subject: FW: Gateway Terminal Proposal - Ocean Acidification
Attachments: Coal #5 Ocean Acidification.docx (Jan 9, 2013)

-----Original Message-----

From: richard brigham & sally stapp [<mailto:stappbrigham@earthlink.net>]
Sent: Friday, January 04, 2013 3:44 PM
To: Planning Email
Subject: Gateway Terminal Proposal - Ocean Acidification

I submitted the attached letter to the comments@eisgatewaypacificwa.gov for the scoping process. But I noticed your draft letter didn't mention the impact of increased burning of coal causing more absorption of CO2 in the world's oceans. Hope you can use this info.
Sally Stapp

Sally Stapp

January 4, 2013

To: Whatcom County Council, Washington State Environmental Protection Agency, and
US Army Corps of Engineers

Re: EIS Gateway Pacific Coal Terminal at Cherry Point, Washington

Impact: Ocean Acidification

My name is Sally Stapp. I live in Everett, Washington and spend much of my time on Guemes Island in Skagit County. I grew up with local fisherman Pete Knutson who spoke recently at the Seattle Scoping Hearing. Pete & his family are among the 15,000 people employed in the Seattle-based fishing industry.

I would like to reiterate his concerns about increased mining, transporting, storage, shipping and burning of 48 - 54 million additional tons of coal and the impact this GPT proposal will have on the acidification of the world's oceans.

In his two minute scoping comments he said, "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."

Pete continues, "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.

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Thursday, December 13, 2012 9:12 AM
To: Dave Tyler
Subject: FW: Coal trains

Importance: High

-----Original Message-----

From: Marilyn [<mailto:hiheatro@frontier.com>]
Sent: Wednesday, December 12, 2012 4:55 PM
To: Planning Email
Subject: Coal trains
Importance: High

Gentlemen:

Yes, I have a few thoughts about having more coal trains running through Everett Nice of you to ask. We, who are being "planned about", should have been asked as soon as the subject came up.

Firstly I do not believe that this will profit the city either in money or in jobs. Those proposing the trains will take the one and fill the others.

Secondly your own draft comments are a perfect catechism of points against, with perhaps special mention for this town's lung damage, already fed for years by paper companies, and its precarious geologic situation.

Finally, I would hope the planning department and the city spokesperson would be more forthcoming about and anxious to discuss this and other such matters in future.

Sincerely,

Marilyn Hjort

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Thursday, December 13, 2012 9:13 AM
To: Dave Tyler
Subject: FW: Coal Trains

-----Original Message-----

From: Marilyn [<mailto:hiheatro@frontier.com>]
Sent: Wednesday, December 12, 2012 9:04 PM
To: Planning Email
Subject: Coal Trains

Gentlemen:

Yes, I do have a few thoughts about more coal trains. Everett residents should be informed and polled more often, before "the papers are signed", and city staff should be more forthcoming.

1. The City's draft is a catechism of all that's wrong with the idea of sprinkling more coal dust over the paper mill pollution and geological shortfalls. Take those points and whatever else Mr Smith has found, and run with them.
2. Promises of profits and jobs are not to be believed. The (non-local) proponents of the added trains will take the first and fill the second.

Sincerely,

Marilyn Hjort

Dave Tyler

From: Kathy Davis on behalf of Planning Email
Sent: Monday, December 10, 2012 8:05 AM
To: Dave Tyler
Subject: FW: Comments regarding Gateway Pacific coal export terminal

From: Jennie Lindberg [mailto:jennie_lindberg98020@yahoo.com]
Sent: Sunday, December 09, 2012 7:32 PM
To: Planning Email
Subject: Comments regarding Gateway Pacific coal export terminal

December 9, 2012

City of Everett

RE: Coal Export Facility at Cherry Point, Whatcom County

Dear Planning Department

Please add the following comments and questions to your comments regarding the Gateway Terminal project. Thank you for taking the initiative to draft comments on this. I appreciate your time and effort.

Sincerely

Jennie Lindberg
3007 Federal Avenue
Everett, WA 98201
(206) 818 7650

Army Corps of Engineers:

According to go.skagit.com, on Thursday, December 6, 2012, a train was stopped due to mechanical problems in down town Mt. Vernon, Washington. "The train blocked several roadways, including Fir Street, College Way and Riverside Drive, for 45 minutes to an hour, said Sgt. Peter Lindberg. The train was moved about 10:45 a.m." What are the economic effects of blocking customers from businesses for 45 minutes during the middle of a day? Can you please study the economic impacts on small communities such as Mt. Vernon, Burlington, Stanwood, Marysville and Edmonds, that all have trains running directly through the down town corridor.

According to the Ottawa Citizen, on December 7, 2012, "A large bulk carrier docking at Westshore Terminals in Roberts Bank destroyed a coal conveyor system early Friday morning, knocking out the largest of the port's two berths and spilling an undetermined amount of coal into Georgia Strait. "

Read more:

<http://www.ottawacitizen.com/Ship+crashes+into+dock+near+Vancouver+spilling+coal+into+water/7671884/story.html#ixzz2EbYYKJU0>

I am concerned about what happens to the water quality when coal is dumped in to our waters. Could you please study the effects on the marine life, plant, fish, and mammals when quantities of coal are directly

dumped? Would you also please study the odds of this happening, and how those odds might increase with increased ship traffic?

I personally am very concerned about the fact of coal being dug up from the earth, transported long distances, and then eventually burned to produce electricity in China. What are the global effects of this? How will our local communities be affected by the coal smoke that blows back to us? What are the effects to the planet if we do this – as we do not have a 'back up planet' – what are the long range effects of digging up coal and burning it?

The land under the rail road tracks going through the City of Everett is identified as a "liquefaction zone." What will be the effects of an additional 18 mile and ½ long coal trains per day? The banks along Port Gardner Bay, which the tracks run in front of, already often have mud slides after a heavy rain. The rail road crews are constantly cleaning up mud slides. Amtrak is often re-routed onto buses. What will be the effects of the heavy trains on the bluffs? Are the homes safe? Will they lose property value, as they lose land to mudslides and it appears as though some of them are in danger of sliding?

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