



SHORELINE
CITY COUNCIL

Keith A. McGlashan
Mayor

Chris Eggen
Deputy Mayor

Will Hall

Doris McConnell

Chris Roberts

Jesse Salomon

Shari Winstead

January 18, 2013

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

Re: Scoping Comments for Coal Train EIS

Dear Department of Ecology, U.S. Army Corp of Engineers, and Whatcom County:

On behalf of the City of Shoreline City Council, we are providing comments for the scoping of the coal train proposal Draft EIS. After holding several community meetings, a council meeting, and receiving written comments, Shoreline, overwhelmingly, has deep concerns about the wisdom of the project as well as the environmental analysis and impacts.

On January 14 the City Council voted to unanimously oppose the proposed project at Gateway Pacific Terminal at Cherry Point and all exports of coal. On behalf of our 53,000 residents, the City Council will be passing a resolution in the next several weeks opposing the project entirely. We realize that an EIS is a document that discloses environmental impacts but does not approve or deny a project.

We believe the project has very little benefit in terms of job growth and will result in tremendous adverse impacts that disclosure in an EIS will not avert or mitigate. Our concerns range from local impacts to Shoreline to regional and global impacts. Shipping the coal to be burned in poorly regulated Asian plants does not address climate change or reduce greenhouse gas emissions. We believe this is contrary to our community's, Governor Inslee's, and President Obama's desire to expand and grow alternative and green energy jobs and products.

Our recommendations for you to include in the scoping of the Draft EIS are the following:

1. The project is narrowly focused on the Gateway Terminal at Cherry Point and increase in train traffic. The EIS should be a programmatic EIS that is more comprehensive which would include the mining, transportation, terminals, unloading/loading, shipping to Asia, burning with its impacts on climate change, ocean acidification, and air pollution.
2. The Cherry Point site was zoned and partially developed prior to SEPA so the impact analysis should reach back to include those changes as well as the proposed changes. Off Cherry Point is a herring breeding ground and eelgrass bed that the State Department of Natural Resources has designated as an Aquatic Reserve. The herring population has been diminished in recent years and this project would further impact this resource. Puget Sound fisheries in general and endangered salmon and orca rely on the herring; any negative impacts to this area could have profound and far-reaching effects on food production, existing jobs in the fishing and tourism industries, and cultural impacts to traditional Lummi Tribal grounds at Cherry Point.
3. Puget Sound is a huge estuary. Salmon are an endangered species and a major food source for orcas and essential to the NW fishery industry. The transportation of coal and its attendant coal dust and possibility of derailment would result in an increase in toxic pollutants into the Sound, including arsenic, lead, and mercury. Through Shoreline there is little or no buffer between the rail line and Puget Sound. The BNSF tracks drain directly into Puget Sound. The section of rail between Seattle and Everett is precarious with about 70 landslides since November 2012 that disrupt train traffic and in one case derailed a train toward Puget Sound. Water pollution is also a regional and global concern. All waterways along the train route may be impacted, including the Columbia River. Further, mercury and other toxic air pollutants produced when China and other Asian countries burn coal shipped from Washington will end up in the Northwest's air, water and fish.
4. Vehicle traffic impact analysis related to RR crossings will be important including emergency service access and their response times should be conducted. Diesel emissions and vibration from passing train engines and idling, side-tracked engines and the proximity to human habitation should be studied.
5. The economic impacts of those whose jobs or homes are negatively affected by the project should be studied. A cost-benefit analysis of jobs

destroyed verses jobs created should be conducted. Environmental justice should be considered for those who cannot afford to move from polluted areas.

6. Economic impacts include human health care, environmental remediation, and to property values and city tax revenue. Financial impacts to state and local jurisdictions (and taxpayers) that will result from having to fund needed infrastructure improvements must also be assessed.
7. No Project Alternative - If the project could not be sited at Cherry Point for whatever reason, what would be the alternative? Would a terminal be built in British Columbia? If so, what would the environmental review process for that site entail? If the terminal is placed in Vancouver BC, could BNSF increase the traffic through our city without any environmental review? Alternative uses of the site should also be analyzed. There may be better ways to use the industrial site that offer more jobs per acre and have less environmental impact.

As lead agency, we urge you to complete a more comprehensive environmental review until we can urge our state government to deny the project all together.

Sincerely,



Julie Thuy Underwood
City Manager

cc: Shoreline City Council
Rachael Markle, Planning & Community Development Director

Enclosures: Written public comments

From: [Gini Paulsen](#)
To: [City Council](#); [Julie Underwood](#)
Subject: Global warming and coal
Date: Thursday, January 10, 2013 1:22:34 PM

To: Mayor McGlashan, and Shoreline Council Members Eggen, Hall, McConnell, Roberts, Salomon, & Winstead, and City Manager Underwood

We have been warned repeatedly over the past several years about the increase in CO2, now reported to be worldwide at approximately 395ppm. Global warming is mainly the result of CO2 levels rising in the Earth's atmosphere. Both atmospheric CO2 and climate change are accelerating. Climate scientists say we have only years, not decades, to stabilize CO2 and other greenhouse gases to prevent even more devastating environmental catastrophes, as UW Prof. Peter Ward discusses and describes in his book

THE FLOODED EARTH. The website below reveals how sharply CO2 levels have increased over the past half century.

[CO2 Now](#) | [CO2 Home](#)
[co2now.org/Cached](#) - [Similar](#)

You +1'd this publicly. [Undo](#)

To help the world succeed, CO2Now.org makes it easy to see the most **current CO2 level** and what it means. So, use this site and keep an eye on **CO2**.

[CO2 Now](#) - [Weekly Data](#) | [Atmospheric CO2](#) - [Current CO2](#) - [CO2](#)

In the Seattle Times, Wed, Jan 9th, 2013 A2 news, it was reported that 2012 was the hottest year on record in the contiguous US. There were 16 months of consecutive warmer temperatures, which included droughts that engulfed 61% of the nation, killed corn, soybean, grain, peanut and other crops, led to the slaughter of large herds of beef and raised food prices considerably. According to the latest report, food prices will increase by another 3% due to the 2012 drought. I find buying foods of all kind much more expensive in the last several years.

The costs of just 11 disasters in 2012 in the US exceeded a threshold of \$1 BILLION. I am not sure if this includes the huge damage caused to the NY and NJ seacoasts by Super Storm Sandy in November 2012. The most recent estimated costs, as reported by Huffington Post, are as follows: **New York is seeking \$42 billion in federal aid, including about \$9 billion for projects to head off damage in future storms. New Jersey is seeking nearly \$37 billion in aid, including \$7.4 billion for future projects.**

Clearly, the states of New York and New Jersey are unable to pay the costs of repair, replacement, restoration, and/or renovation to individuals and businesses who suffered such extensive damages caused by this Super Storm. Nor are these states able to pay for the costs of prevention of future disasters which are highly likely to occur. As well, **Congress may not be able to provide these requested funds.**

Global warming is caused primarily by humans releasing greenhouse gases, especially CO₂, most notably by burning fossil fuels such as petroleum products and by coal. It is increasingly clear that the federal government lacks funds for the continuing environmental disasters caused by global warming. Therefore, we must, each and all - individuals, businesses, corporations and governments - do everything we can to prevent any further increases in global warming as soon as possible. **AN OUNCE OF PREVENTION IS WORTH A POUND OF CURE**, especially when the cure is not affordable, and that may not be effective, that is sufficient.

The **sources of CO₂** are either natural (from release of methane by farm animals, for example) or by humans burning fossil fuels such as petroleum products and coal. One estimate is that 45% of all CO₂ is released by cars burning petroleum. Another estimate is that a similar percentage is contributed by burning coal.

Greenpeace's website states that "**Coal is the most polluting of all fossil fuels and the largest single source of global warming pollution in the world.**" To curb global warming pollution to the levels needed to minimize the risk of catastrophic global warming, we must end our use of coal in the U.S. within the next 30-40 years. **COAL IS NOT CLEAN. Nor can it be cleaned.** Sequestering CO₂ underground, or in the sea is and will be prohibitively expensive, and this at a time when there are large demands on governmental revenues at all levels. Despite claims that there exist technological devices to clean it technology such as that proposed by Carbon, Capture and Storage (CCS) is a false hope according to Greenpeace.

China is regarded as the biggest user of coal. The coal trains coming from Wyoming and Montana, transversing Washington State, East to West, and then to ports on Puget Sound, will be shipped to China.

The consequences to shipping coal on trains coming from WY and MT, through WA state include extensive pollution of the atmosphere, water and land. Coal dust on open trains does not just stay there. It seeps into the air, falling in minute particles onto the water and land. Puget Sound is already heavily polluted, despite ten years of efforts and millions of dollars to clean it up, unsuccessfully. Given the heavy rains we have been experiencing along and on the BNSF RR tracks just a single accident resulting in the derailment of coal trains would be an unmitigatable environmental disaster, further and probably permanently polluting the Puget Sound. If a port is constructed at Bellingham and Grays Harbor, an accident at these and other oceanside ports would also pollute the Pacific Ocean.

Falling on the land coal dust seepage jeopardizes crops, including vegetable, fruit, grains and grass on which farm animals feed, habitats of bees and other pollinators on which we depend for pollination of grains, fruits, and vegetables, thus jeopardizing our survival.

There are also adverse health effects to these coal trains, since particulate matter gets into the lungs. Miners die from lung disease caused by inhaling coal dust. Damage to the lungs also affects, adversely, heart functioning, brain capability and other physiological systems and organs. As someone suffering from pulmonary fibrosis, I can tell you that you do not want to get a lung disease in which your lungs are packed with coal or any other type of dust (e.g., asbestos.) Such disease seriously impairs functioning. As well, it is children and older persons who are most

likely to be harmed by coal dust.

There are other adverse consequences to coal trains transversing Washington State. This includes disruption of usual activities. The frequent, slow moving, long coal trains take a long time to cross any given point. This disrupts normal traffic from one side of the RR tracks to another. The cities of Edmonds and Seattle illustrate this. Coal trains, if not prevented, will severely disrupt ferry traffic, both traffic attempting to board the ferries and traffic disembarking from the ferries. The delays will be onerous, and seriously and extensively disruptive, with substantial economic hardships.

Further, access of public safety vehicles - Fire, Police, Medic 1 - will be seriously hampered, jeopardizing lives and property, if coal trains are allowed. Lives, both private and public, and property will be lost because coal trains prevent necessary traffic from crossing the RR tracks.

A cost/benefit analysis to individuals, businesses, and governments, in both the short and long term indicate that the short term benefits of a few number of permanent jobs and revenues generated by these coal trains will be far less than the enormous costs that will be incurred if the coal trains are allowed. This is because the damages caused by coal trains, which will result in enormous shipments of coal to China, where burning coal will increase CO2 in the atmosphere, and then global warming, will be too expensive to remedy or repair.

The primary beneficiary of the coal trains in Washington State will be BNSF and its owners, and the owners of the coal fields in Montana and Wyoming, and the huge financial gains to these entities will be at the expense of residents, citizens, businesses and governments in WA State. We cannot allow and cannot afford to have a single industry profit while imposing huge costs on the land, waters and residents of states outside the boundaries of WY and MT.

For these various reasons Coal trains from WY and MT must be terminated and not allowed into this state, and especially not allowed to go to China. Otherwise, there will be a boomerang effect on our lives and on this state that will be devastating. Prof Peter Cook in **THE FLOODED EARTH** (which I urge each and all of you to read) describes the consequences of increased global warming, will include rising, warming and increasingly acidic seas, lethal to marine life, and ultimately to our survival. Storm surges at high tides will destroy private property, both residences and businesses, as happened recently in West Seattle, and at Whidbey and Camano Islands.. The costs of repair and renovation, as well as prevention of such disasters, will be too severe, too frequent for either private parties or governments to remedy and to prevent.

The only way to respond at this time is to prevent and prohibit any and all coal trains from entering and transversing Washington State, such that coal is not shipped overseas to China or other nation for them to burn.

I urge members of the Shoreline City Council and the City Manager to listen and learn, and to take a strong stand in prohibiting coal trains in Shoreline, in King County and in Washington State. I also recommend that the City Council and its Manager request Gov Jay Inslee to have WA State AG Bob Ferguson initiate lawsuits against BNSF, against the owners of the WY and MT coal fields and mines and against China in order to mitigate the extensive damages caused by

global warming due to burning coal.

Virginia M. Paulsen, PhD
16238 12th Ave NE
Shoreline, WA 98155

From: [joyceroth](#)
To: [City Council](#)
Cc: [Julie Underwood](#)
Subject: Coal Trains
Date: Wednesday, January 09, 2013 5:33:18 PM

I have lived in the Richmond Beach area of Shoreline for over 40 years. Our residence is not far from the RR tracks and there is vibration from the trains going through. If you are lying in bed when a train is going thru, you will feel the bed shake. I think coal trains will only increase this problem as they will significantly add to the train traffic which at times is about 5-10 minutes per convoy. They are quite noisy and I have been told they can be heard in North City.

The current mudslide situation has adversely affected freight and passenger traffic on BNSF tracks and there is potential for further damage from coal train traffic.

The facts about global warming are well documented and coal shipments to China will add to the dire consequences. All humans on this earth should be concerned. Therefore, I urge you to vote against the proposed coal train terminal as being in the best interests of the City you represent and whose care you are charged with.

Sincerely,
Joyce Roth

From: webmaster@shorelinewa.gov
To: [agenda comments](#)
Subject: New agenda comment via website
Date: Friday, January 11, 2013 2:43:44 PM

Submission information

Submitter DB ID : 2938
Submitter's language : Default language
IP address : 206.188.38.177
Time to take the survey : 11 min. , 17 sec.
Submission recorded on : 1/11/2013 2:33:17 PM

Survey answers

Name (required):
Gabriel

City of Residence (required):
Shoreline

Neighborhood:

Ballinger
Briarcrest
Echo Lake
Highlands
Highland Terrace
Hillwood
Innis Arden
Meridian Park
North City
Parkwood
Richmond Beach
Richmond Highlands
Ridgecrest
Westminster Triangle
Don't know
Not applicable

Email:
gabe_pinnick@hotmail.com

Agenda Date (required):
1/14/2013

Agenda Item:
Coal Train Environmental Impact Statement Scoping Process

Comments:

Understand the most comprehensive and in-depth EIS will only assist the corporations involved, if nothing else, to build better permit applications. It does not address the cause of power imbalance within each community affected. We must organize collectively within our municipalities and demand the inherent right of self-governance to the people of these communities; to turn the lawmaking functions within these municipalities against state and federal level to drive in the sustainability we the people want, and desperately need, from the inside out. Under the current legal framework, the people –the majority- can express discontentment, we can say " no" under the guise of participatory democracy, but we cannot change the material conditions with our moral suasion or requests because these corporations build these proposals, despite majority outcry, off of laws that declare them as possessing the privately-enforceable, constitutionally-protected rights to do so; more so than the communities in which they operate, and especially more so than the natural communities in which they operate for the simple reason that nature does not have legal rights. I propose the City of Shoreline, as well as every municipality, to collectively draft local home-rule ordinances that ban coal-train passage through municipal boundaries, declare constitutional corporate rights of commerce and property as subordinate to the rights of the people and their communities, legally promote the Puget Sound and other natural communities as possessing privately-enforceable rights, and a preemption that invalidates any state-issued permit that contradicts any of the above. I ask the Shoreline City Council to join this collective municipal effort, and not side with BNSF or others to sue to keep the measure off the ballot to prevent our voices from being heard. Also, understand that throughout history, imminent harm being forced upon communities generally radicalizes those communities; to say, where there's oppression, there's resistance. From there, it either flourishes solidarity, repression, or both. We, the majority, have identified an imminent harm, and if we demand our humanity and justice for our planet, how will you – the City Council- choose to respond?

Position:

Support

Oppose

Neutral

From: webmaster@shorelinewa.gov
To: [agenda comments](#)
Subject: New agenda comment via website
Date: Friday, January 11, 2013 2:53:45 PM

Submission information

Submitter DB ID : 2939
Submitter's language : Default language
IP address : 206.188.38.177
Time to take the survey : 1 min. , 6 sec.
Submission recorded on : 1/11/2013 2:44:36 PM

Survey answers

Name (required):
Rachel Sowash

City of Residence (required):
Shoreline

Neighborhood:

Ballinger
Briarcrest
Echo Lake
Highlands
Highland Terrace
Hillwood
Innis Arden
Meridian Park
North City
Parkwood
Richmond Beach
Richmond Highlands
Ridgecrest
Westminster Triangle
Don't know
Not applicable

Email:
rach_sowash@excite.com

Agenda Date (required):
1/14/2013

Agenda Item:
Coal Train Discussion

Comments:

We live in a unique and abundant bioregion. The people of the Pacific Northwest should make the decisions, should stand up to protect nature, and should strive for a better community. Not let some corporation thousands of miles away rip apart and our beloved land and community.

Corporate greed has already destroyed 98% of the old growth forests and has polluted the Sound so badly that nobody can safely consume the very fish and shellfish that the indigenous before us (and still) subsisted on for thousands of years.

Activist and author, Jane Anne Morris is quoted as saying "Making decisions for the community is called self-governing. Making decisions for other people where they live is called subjugation or empire. "Free-trade" denies self-governance and imposes empire."

It's time we put in rights-based municipal ordinances all around Puget Sound to stop these abusers of local democracy in their tracks; literally.

Just a few months ago, with the expert help of the Community Environmental Legal Defense Fund, multiple cities in Ohio unanimously adopted various forms of Community and Environmental bills of rights to ban proposed toxic wastewater injection wells from entering the cities.

There is no reason why that same model couldn't be applied here all throughout Washington.

Position:

Support

Oppose

Neutral

From: Ginny Scantlebury
To: City Council
Subject: Another coal train letter from 27th Ave NW
Date: Monday, January 14, 2013 3:40:55 PM

Dear Mayor & Council Members,

We live on 27th Ave NW (are members of the Richmond Beach Preservation Association) and we live adjacent to the railroad tracks:

1. We have been told that we have a problem with coal dust and other coal residue from passing Burlington Northern trains. We have lived here since 1981 and have experienced some soot and residue from passing trains since we have lived here. Since we have had coal trains, we have noticed no increase in deposits and/or residue on our property.
2. Consequently, we have a problem with proclaiming that this is a problem. In addition, we have heard the Burlington Northern is spraying the coal cargo to prevent coal dust dispersion.
3. Everyone needs to consider the following thoughts:
4. A. For the good of the US economy, we need to export as much as we can to help with our balance of trade payments throughout the world.
B. In addition, the coal provides for many jobs in various communities in our country.
C. Burlington Northern is a company doing business as a transporter of goods and materials. Do we want to micromanage what they can transport? Please note – that every day they pass through Shoreline with cargo far more toxic than coal.
D. Please remember “the first rule in business” – if you don’t take care of your customers somebody else will.

Sincerely,

Roy and Ginny Scantlebury

19625 – 27th Ave NW

Shoreline, WA 98177

206-546-5627

From: webmaster@shorelinewa.gov
To: [agenda comments](#)
Subject: New agenda comment via website
Date: Monday, January 14, 2013 1:36:18 PM

Submission information

Submitter DB ID : 2942
Submitter's language : Default language
IP address : 67.185.165.101
Time to take the survey : 10 min. , 10 sec.
Submission recorded on : 1/14/2013 1:34:31 PM

Survey answers

Name (required):
Pat Kato

City of Residence (required):
Shoreline

Neighborhood:

Ballinger
Briarcrest
Echo Lake
Highlands
Highland Terrace
Hillwood
Innis Arden
Meridian Park
North City
Parkwood
Richmond Beach
Richmond Highlands
Ridgecrest
Westminster Triangle
Don't know
Not applicable

Email:
Not answered

Agenda Date (required):
1/14/2013

Agenda Item:
coal trains

Comments:

I oppose coal trains due to the negative environmental impacts on water, soil, air and climate wherever the trains travel. I think we should discourage coal use globally.

Position:

Support

Oppose

Neutral

RICHMOND BEACH PRESERVATION ASSOCIATION
19711 27th Avenue Northwest, Shoreline WA 98177

January 14, 2013

Shoreline City Council
City of Shoreline
17500 Midvale Avenue
Shoreline WA 98133

Sent via Email

Re: Coal Train Environmental Impact Statement Scoping Process

Honorable Members of the Shoreline City Council;

I am writing on behalf of the Richmond Beach Preservation Association, a non-profit homeowners association established under the Revised Code of Washington and consisting of property owners along 27th Ave NW in the city of Shoreline, and adjacent to the BNSF right of way. The RBPA is voicing their opposition to the proposed Gateway Terminal at Cherry Point in Whatcom County. Our opposition is based on several often cited concerns.

First is the Environmentally Sensitive Marine Area of the proposed terminal site. While other industrial facilities exist in this area, they were constructed prior to the level of knowledge that exists today regarding the delicate balance and overall importance of a healthy marine habitat.

Second, the overwhelming opposition by health care professionals – most of who would not be directly impacted by the transportation of the coal or the operation of the terminal. In other words, their opposition is not a NIMBY (“not in my back yard”) reaction, but rather a unified statement as to the detrimental health issues related to coal dust.

Third, there is a very evident increase in presence of coal dust appearing along the BNSF transport corridor from the coal trains traveling to and from Roberts Bank in Canada. Residents along 27th Ave NW have noticed an accumulation of coal dust on their homes, vehicles, and property – especially since the increased number of coal trains destined for Roberts Bank. Additionally, I have heard from boat owners at Squaticum Harbor in Bellingham that now are finding coal dust on their boats.

On this point of coal dust from train traffic, we would urge the City of Shoreline to join others in the effort to require coal carrying rail cars to be covered. It is a purely economic decision not to cover the coal carrying rail cars.

RBPA
Coal Train EIS Scoping
Page 2

For the Council's reference, I have included a couple pictures from the Roberts Bank coal terminal in Canada. The first picture is from April 2012 of a coal dust cloud at the terminal. As a reference to the size of the coal dust cloud, the ship in the foreground is about 800 ft long and the container cranes are nearly identical to those at the Port of Seattle.

The second picture is from December 2012 when a ship lost control and demolished about 300 feet of the causeway that supplies the coal to the ships. While the ships have numerous tugboats to assist in mooring, it is proof that accidents do happen.

Finally, there is the issue of the greater good. Even though the proposed Gateway Terminal may have a direct monetary benefit to a relative few, the economic costs to the environment, the public health and the overall quality of life is too great to justify the Gateway Terminal or the continued practice of allowing the transport of coal in open air rail cars.

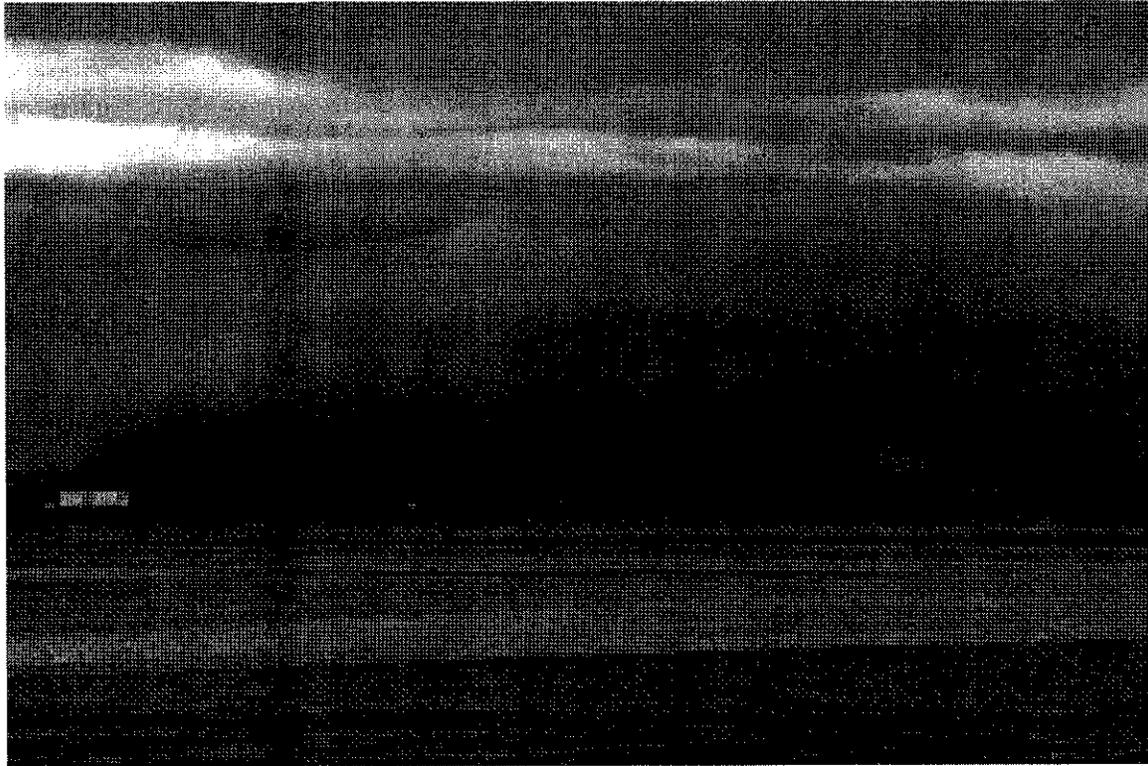
On behalf of the RBPA, thank you for your time and thoughtful consideration of this issue.

Sincerely,

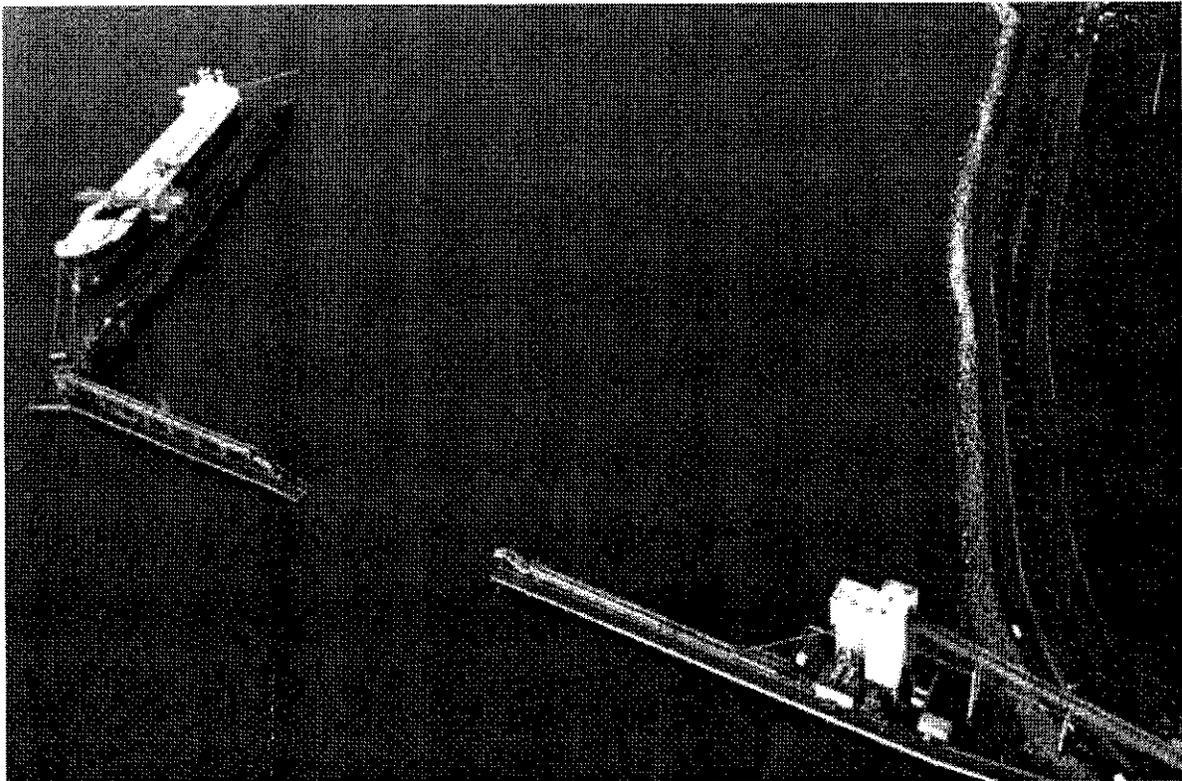
Richard Kink for
Richmond Beach Preservation Association
Board Member

enclosure

Photograph by: Jerry Bierens , for Delta Optimist



Photograph by: Special to the Vancouver Sun



Kimberly Lehmberg

From: City Council
Sent: Tuesday, January 15, 2013 8:26 AM
To: Carolyn Wurdeman; Chris Eggen; Chris Roberts; Debbie Tarry; Doris McConnell; Jesse Salomon; Julie Underwood; Keith McGlashan; Shari Winstead; Will Hall
Cc: Paul Cohen; Kimberly Lehmberg
Subject: Distribution Only: Suzi Jamieson - Coal Trains

This comment came too late for distribution before the meeting last night.

Heidi C.

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

From: webmaster@shorelinewa.gov [mailto:webmaster@shorelinewa.gov]
Sent: Monday, January 14, 2013 6:14 PM
To: City Council
Subject: Website Contact Form

Submission information

Submitter DB ID : 2943
Submitter's language : Default language
IP address : 71.231.146.196
Time to take the survey : 28 min. , 57 sec.
Submission recorded on : 1/14/2013 6:13:55 PM

Survey answers

Your Neighborhood
Ballinger
Briarcrest
Echo Lake
Highlands
Highland Terrace
Hillwood
Innis Arden
Meridian Park
North City
Parkwood
Richmond Beach
Richmond Highlands
Ridgecrest
Westminster Triangle
Don't Know
Not applicable

How Should We Contact You? (Please provide the necessary contact information below.)

Email
Phone
Mail
No Response Needed

Name:

Suzy Jamieson

Address:

19030 11 Ave. NW Shoreline, WA 98177-2611

Phone:

206-546-5027

Email:

s2jamieson@aol.com

Comments:

The coal industry is responsible for many health problems including asthma, cancer and heart disease. It poisons our food supplies (fish) and us. We should not bring this directly into our community by allowing coal trains to travel through, spewing their toxins as they go into our homes and waterways. The cost of health care and toxic clean up on land and in the water will far outway any benefit that a few jobs in our state will provide. This industry has a history of not cleaning up after themselves, costing tax payers billions of dollars.

The coal industry is also directly responsible for climate change. As we have seen by the recent super storm on the east coast, this also costs tax payers billions of dollars.

We cannot afford to promote this industry in any way. It is too costly.

January 14, 2013

To: Shoreline City Council

From: Suzanne Pardee, MPA
suzannepardee@w-link.net
17530 10th Ave NW
Shoreline, WA 98177

Re: Coal Train Scoping Comments

Request: Pass a Resolution Opposing the Proposed Coal Trains and Cherry Point Terminal.
Demand a truly comprehensive Environmental Impact Statement that evaluates all the environmental, economic, and social impacts of coal mining, transportation and burning.

Dear Shoreline City Council Members:

I urge the Shoreline City Council to pass a resolution firmly opposing the proposed Coal Train and Cherry Point Terminal, and I urge the Council to demand that the lead agencies responsible for the EIS Scoping Process conduct a thorough review of all impacts, from start to finish. This means that all the known and potential environmental, social, and economic consequences of coal mining, coal transportation, and consumption should be thoroughly evaluated in the EIS Scoping Process. Concerns include, but are not limited to the following topics:

- Most of the coal mining will be done on public lands in Montana and Wyoming, yet private corporations will reap the lion's share of the profits. The public has already been shortchanged billions of dollars from coal taken from public lands in these states, and the leases for future extraction promise the public a mere pittance.
- The ecosystems on public lands provide half the watersheds for America's municipal water supplies, and coal mining and coal dust is known to release a wide variety of toxins into the environment, including lead, arsenic, and mercury. Toxic exposure is known to increase rates of cancer, birth defects and infertility, and it increases rates of neurological damage such as decreased intelligence, increased learning disabilities, and increased violent behavior. Do we really want to create a whole new host of health and social problems, and further stress the public systems that must deal with them?
- What is the impact of coal mining to ecosystems, both in terms of habitat loss, and from toxic exposure? Do we really want to further degrade ecosystems that are reeling from global warming, acid rain, and wholesale elimination through conversion to development?
- Mining activities often cause landslides, threatening communities that live downhill. How many homes and lives will be lost, and who will pay for the damage that can be repaired?
- Coal mining damages economic activity in other industries, especially in fishing, tourism, and real estate sectors. Why should these jobs merit less consideration than coal train jobs?

- The coal trains would pass through the farmland of several western states. What will be the health effects to farm animals and crops that are exposed to toxic coal train dust and diesel train fuel, and the concurrent health effects to humans that ingest this contaminated food? What will be the economic effect on farmers who find their livestock dead, or their crops, milk, and meat too toxic to sell?
- The coal train project would bring approximately 18 trains of coal through Puget Sound each day, each train about 1 ½ miles long, and taking ¼ hour to pass. What will this do to traffic in a region that already suffers from gridlock much of the time? What is the impact of halting traffic for 15 minutes, every 1 – 1 ½ hours? What desperate things will people do to get to work on time? What road rage will we see, when Seattle area traffic routinely comes to a standstill throughout the day? How many lives will be lost when ambulances cannot make it to the hospital in time? How much more air pollution will we have in our region due to idling cars? How much wasted lives and productivity will the region face from waiting and gridlock?
- The coal trains would intersect the Seattle and Edmonds ferry terminals right at their loading and off-loading areas. Will our region's ferries every run on time again, if they must cease loading and unloading for 15 minutes, every 1 – 1 ½ hours?
- Amtrak leases Burlington Northern rail lines. Amtrak service is routinely delayed to allow current freight train traffic to pass, and is often delayed for landslides, freight train derailments, and fatal accidents at crossings. Will the delays caused by 18 coal trains per day kill passenger rail service all together, as the delays caused to Amtrak become untenable?
- I know a train worker well. His union ostensibly endorses the coal train project, yet he and the rest of the union membership were never asked their opinion. He opposes the project, not only for the overall negative impacts to the society and environment, but because he will personally be exposed to more toxins, and because the coal train traffic will severely impede all other rail traffic, and because it will further degenerate rail beds throughout the West that already need replacement, causing more derailments and injuries.
- What will be the health and environmental impacts of the toxic coal dust and increased diesel fumes throughout the Puget Sound rail corridor? Why should residents of Shoreline, Seattle, or Edmonds suffer from increased rates of asthma, cancer, neurological and reproductive damage?
- What will happen to real estate values and the economic viability of our region, once coal trains rumble incessantly through our communities? Families and entrepreneurs often chose to live in Puget Sound because of the natural beauty and relatively clean environment. Will we see businesses and individuals with money flee the region, seeking the next Emerald City?
- Construction of the Cherry Point Terminal will directly convert 350 acres of relatively undeveloped land into industrial use. What will be the environmental impact of this construction to the Threatened and Endangered Species of the area, both aquatic and terrestrial? What will be the hydrologic impacts of further converting wetlands into ports?

City Council Comment Form

Shoreline City Council Meeting

Date: _____

Please use this form if you wish to provide written comments to the City Council. The form can be turned in to the City Clerk or left in the Comment box on the table. This comment form is Public Record, so any contact information you provide may be disclosed as part of a Public Record.

Name L. Kate Wacker

Address _____

Phone Number _____

Agenda Item (if applicable) _____

Comment:

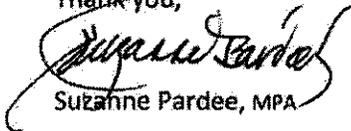
Permission to speak to council
for New Year Meeting
late from school Board meeting

L. Kate Wacker

- What will be the impact on fisheries and shellfish, as marine life is poisoned by coal train dust, and diesel that enters the water from ships directly, and from trains indirectly? Why should the fishing industry suffer for coal production and transportation?
- What will be the economic, environmental, and social cost of coal train derailments, and coal ship accidents? Who will pay the cost? Puget Sound and the Straits of Juan de Fuca are already busy with ship traffic, and that traffic would only increase substantially with coal train exports. It's questionable whether Washington State is prepared for major marine accidents, and it's likely that the public would pay the cost of disaster preparation and clean-up.
- Once coal is loaded on ships to Asia, it will need to cross thousands of miles of the Pacific Ocean. What will be the environment impact of toxic coal dust and diesel exhaust into the marine ecosystems that are already suffering from global warming, acidification, and species depletion? Will our beloved salmon become more toxic or fewer in number? What will be the economic and environmental cost of coal ship accidents on the high seas?
- Just as Washington State will suffer severe impacts from coal train transportation, what will be the environmental, economic, and social impacts from building terminals and transporting coal in Asian communities? What will be the direct health impacts to Asian communities that burn American coal? Is it moral to export coal that we consider too dirty to burn ourselves? Cancer is already the leading cause of death in China. Will cancer be Washington's #1 export?
- Burning coal. It's scarcely imaginable that in this day and age when the effects of global warming and climate change are so clearly felt, that humans would ever consider such a monstrous project. Extreme weather events, whether it be drought that plagued 2/3 of American counties this year, Hurricane Katrina and Sandy, or the 50 degree below zero temperatures that Russia is now experiencing, humans are paying the costs of fossil fuel addiction. Will we spend money and ingenuity creating a clean green future with renewable energy jobs, or will we further hasten our rendezvous with climate catastrophe?

Please request that the EIS scoping process evaluates all these concerns. Please join with the cities of Seattle and Edmonds in rejecting the Coal Train/ Cherry Point Terminal, and send an official resolution of opposition by January 21, 2013 for inclusion in the scoping comments.

Thank you,



Suzanne Pardee, MPA

Kimberly Lehmberg

From: City Council
Sent: Tuesday, January 15, 2013 10:44 AM
To: Carolyn Wurdeman; Chris Eggen; Chris Roberts; Debbie Tarry; Doris McConnell; Jesse Salomon; Julie Underwood; Keith McGlashan; Shari Winstead; Will Hall
Cc: Paul Cohen; Kimberly Lehmberg
Subject: Distribution Only: Peterka Family - Thanks re: Coal Train Decisions

This correspondence is distribution only.

Heidi C.

From: Meghan & Brian Peterka [<mailto:brianpeterka@gmail.com>]
Sent: Tuesday, January 15, 2013 10:33 AM
To: City Council
Subject: Thanks re: Coal Train Decisions

Dear City Council Members-

Our family of four was present at the City Council Meeting last night, and applaud all of you for taking a unanimous position against the Coal Train proposal and for working on an official resolution which states that position.

As I mentioned during the public comment period last night, our family is working to reduce our reliance on the fossil fuels that currently heat our home and fuel our car, and we're actively evaluating how to switch to solar energy and also how we can get along without a car. These small efforts would seem even smaller if our City supported the Coal Train proposal.

My 12 year old son Zeth also wanted to say: "Thank you for taking into consideration everyone's thoughts and opinions on the Coal Train issue."

Sincerely,

Brian, Meghan, Devon and Zeth Peterka
Proud recipients of the City's 2010 Earth Day Proclamation

