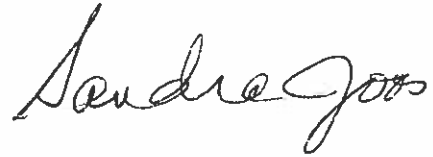


Date: January 6, 2013

To: Mr. Ken Blodgett

RE: Docket No. FD 30186

From: Sandra Joos, 4259 SW Patrick Pl, Portland, OR 97239



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 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.
- **Effects 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 recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents in communities along the rail lines used to transport the coal. The substantial increase in coal train traffic will cause increased traffic delays, noise, and diesel pollution. To live with this increased traffic will require expensive over passes and safety crossings which are paid for primarily by local taxpayers.

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

In sum, by all measures, it is a very bad idea!