

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

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

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

Sincerely,

Michael Bonner

606 Mill St.  
Kelso, WA 98626

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

What Business would want to move to a coal town!

Michael Bonner  
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Kelso, WA 98626

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Sincerely, Mike Bonner

Also, You should sell your home now because it will not be worth much after the coal dock is here!

Michael Bonner  
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Kelso, WA 98626

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Sincerely,

Marian Hayes

109 23rd Ave. E. #316

Seattle

Seattle, WA 98112

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Surface Transportation Board  
395 E Street, SW  
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Sincerely,

julia brayshaw

424 38th Ave NE  
Olympia, WA 98506

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Sincerely,

Temma Pistrang

15603 36th Ave.NE  
Lake Forest Park, WA 98155

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Surface Transportation Board  
395 E Street, SW  
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Sincerely,

Lisa Read

23 West Galer St.  
Seattle, WA 98119

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Sincerely,

Steve Sundquist

7211 36th Ave SW  
Seattle, WA 98126

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Sincerely,

Jennifer Hicks

324 W Tucson Ave  
Flagstaff, AZ 86001

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Sincerely,

Wendy Bartlett

255 N. Forest Street #116  
Bellingham, WA 98225

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Sincerely,  
Sharon Leary

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306 SE 50th  
Portland, PA 97215

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Sincerely,

Barbara Menne

1415 N Anderson St  
Tacoma, WA 98406

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Jens Hansen

30 Lake Louise Drive  
Bellingham, WA 98229

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Sincerely,

elyette weinstein

5000 Orvas Court SE  
Olympia, WA 98501

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Sincerely,

Jessica Smits

2612 29th Ave. W  
Seattle, WA 98199

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

Sincerely,

Christy Lee-Engel

9410 44th Place NE  
Seattle  
Seattle, WA 98115

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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Sincerely,

Kyle Smits

2612 29th Ave W  
Seattle, WA 98199

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Sonja Andreas

9442 N Woolsey Ave  
Portland  
Portland, OR 97203

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Anoel Rinaldi

2115 NW Beechwood Pl  
Corvallis, OR 97330

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Tobiah Israel

159 E. Ponderosa Dr.  
Goldendale  
Goldendale, WA 98620

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Steven Brown

5213 SW Point Robinson Rd  
Vashon, WA 98070

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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It is apparent that any increase in coal consumption will have a direct and proportional effect on the demise of the climate and the death of the earth.

Sincerely,

Tim A Stone

Tim Stone  
164 Palos Verdes  
White Salmon, WA 98672

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Terri Glaberson

7921 45th Ave. SW  
Seattle, WA 98136

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Lisa Buehler

PO Box 917  
Lakeside, MT 59922

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Steve Serbousek

6885 Holland Road NW  
Bremerton, WA 98311

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Colin Ruggiero

245 Burlington Ave.  
Missoula  
Missoula, MT 59801

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Beverly Bentley

1377 Morrow Rd.  
Apt 12  
Medford, OR 97504

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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I Sherwood

1550 sv  
bham, WA 98229

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Sheila Simmons

6542 17th Ave NW  
Seattle, WA 98117

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

jack fee

26 rocky road  
26 rocky road  
trout lake, WA 98650

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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

Sincerely,

Karen Wible

4210 ne 130TH CIRCLE  
Vancouver , WA 98686

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Margot Boyer

PO Box 746  
Vashon, WA 98070

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

karen potts

671 park st  
ashland, OR 97520

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Larry Mahlis

9611 12  
seattle, WA 98115

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

[For privacy protection, please do not publish my name and address in the public record.]

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Sincerely,

Sara Bhakti  
521 7th Ave  
Kirkland, WA 98033

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

John Burns

1301 E. Yesler Way  
Seattle,, WA 98122

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Daniel Morris

4 Carriage Way  
Missoula, MT 59802

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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As a member of the faith community, I cannot condone this.

Sincerely,

Ann Huston  
2217 West 5th  
Apt 3  
Spokane, WA 99201

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Jeanne Poirier

P.O. Box 228  
Cashmere, WA 98815

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Rebecca Castilleja

2318 Westmont Way W.  
Seattle, WA 98199

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Rand Guthrie

7102 77th ave se  
Snohomish, WA 98290

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Barbara Robinson

4012 N Nevada St  
Spokane, WA 99207

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Jody O'Connor

614 E Humboldt  
Bingen, WA 98605

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

I have reviewed the contents of this letter and agree in all respects.

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Sincerely,

David Perk  
842 NE 67th St  
Seattle, WA 98115

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Patrick Dukes

Donovan Ave.  
Bellingham, WA 98225

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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- **Most importantly,** the Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese power plants and will fuel intolerable, decades-long increases in carbon dioxide emissions, leading to catastrophic extreme weather events such as floods, droughts, and wildfires, among many other impacts. In fact, greenhouse gases are emitted at every stage of the coal life-cycle. Otter Creek coal 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 be burned in their power plants.

Sincerely,

Benjamin Sibelman  
15817 NE 90th St, Apt. H362  
Redmond, WA 98052

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
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Sincerely,

Mary Ewald

1703 13th Avenue  
Seattle, WA 98122

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Padraic Freeman

405 McGraw St  
Seattle, WA 98109

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

John Bryan

224 Louise St.  
Kelso, WA 98626

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Candice Walberg

1125 W. 11th Apt. G  
Spokane, WA 99204

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Bill Dugaard

709 14th Ave W  
Kirkland, WA 98033

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Linda Bainbridge

4459 Towhee Lane  
Greenbank, WA 98253

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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It is obvious that every aspect of this project serves to denigrate the planet, create hardship and havoc for the citizens in the geographic areas surrounding the mining and shipment of the coal, promotes further acceleration of devastating climate change, and does nothing to promote the vitality and health of the communities affected and beyond. It

is unethical and immoral. If aliens proposed such a project, it would be a matter of war. We need to STOP IGNORING THE OBVIOUS. The decision needs to be based on the welfare of the larger community, not on the profit for a very few - in the long run the few will reap what they sow, too.

Sincerely,

MARILYN HOBAN  
25853 CANYON RD NW  
POULSBO, WA 98370

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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Sincerely,

Thomas Pollock

7207 SE Salmon st.  
Portland, OR 97215

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

The idea of shipping coal to Asia is wrong on so many levels. Not only will there be hundreds of thousands of Americans adversely effected along the way, there are going to be literally billions of people effected by the use of this dirty fuel burned in completely unregulated power plants. Please consider all of us that will be impacted by this proposed coal export.

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

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overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Sherwood Hake  
49591 River Rd.  
Pendleton, OR 97801

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

Please do not allow this to happen to us. Shipping coal to Asia is a terrible idea and will only benefit a handful of people. Goldman Sachs and the Australian firm Ambre will make millions at everyone else's expense. Sure a few hundred American jobs will be created but at what cost to the environments of our country and of the worlds?

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

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49591 River Rd.  
Pendleton, OR 97801

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Surface Transportation Board  
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Sincerely,

Laura Alsenas

4046 SE Madison Street  
Portland, OR 97214

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Mary Ann Kirsling

p.o. box 3063  
Pasco, WA 99302

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

There are an increasing number of proposals for the rail shipment of coal through the western part of the US to ports on the west coast for the sole purpose of shipping coal to China. There it will be burned and the resultant pollution comes back to fall on our waters and land. This is absolutely unacceptable.

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

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Sincerely,

Maradel Gale  
239 Parfitt Way SW, Unit 2A  
Bainbridge Island, WA 98110

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Adrienne Ross

540 North 66th Street  
Seattle, WA 98103

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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

Sincerely,

Maria White

18880 SW Hart Rd  
Beaverton, OR 97007

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

shane daugherty

87996 bill creek In  
bandon, OR 97411

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Christy Himmelright

607 W 22nd Ave  
Spokane, WA 99203

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Please don't allow our precious natural resources to be given to China for the few jobs it might provide in our U.S.A.

Sincerely,

Nancy Lovejoy  
12 S. Lincoln Street  
Kennewick, WA 99336

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Mike Conlan

6421 139th Place NE, #52  
Redmond, WA 98052

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

Why should us CITIZENS have to delay our work or movement just so some Giant Coal Train can lumber across our roads several times a day, just so some Billionaires can get RICHER?

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Sincerely,

Christopher Warren  
14194 SW Barrows Rd #1  
Tigard, OR 97223

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Will Romano

I will continue to oppose any proposal that facilitates the production and transportation of fossil fuels.

Will Romano  
614 34th Ave E  
Seattle, WA 98112

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Carol Lynn Harp

24430 Morgan Street  
PO Box 36  
Black Diamond, WA 98010

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Allison Kelly

Allison Kelly  
5037 Brooklyn Ave  
Apt 3  
Seattle, WA 98105

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Ilene Silver

2810 Simmons RD NW  
Olympia, WA 98502

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Anne MacArthur

9115 N Geneva Ave  
Portland, OR 97203

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

We believe the environmental impact statement for the proposed Tongue River Railroad should analyze many details for property owners and residents in the region. And an EIS should carefully consider wildlife. The Tongue River Valley is rich in wildlife habitat. Along the Tongue River lies one of Montana's premier Important Bird Areas, designated by Montana Audubon because of the high concentrations of riparian birds. The railroad would likely significantly impact this site by degrading the habitat. More about the importance and values of this Important Bird Area can be found at <http://www.mtaudubon.org/education/index.html>.

Please also consider Public 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. Montana and the rest of the planet will be harmed by the increase in greenhouse gases that stem from burning this coal. 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 am also concerned about the entire rail line, traffic and infrastructure. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Thank you,

Sincerely,

Amy Cilimburg  
1601 Tamarack St  
Missoula, MT 59802

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

gary pierson

126 I ST. S.E.  
auburn, WA 98002

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Kenneth Albinger

11819 103rd Ave NE  
Kirkland, WA 98034

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Diane Rose

4415 145th Ave NE  
Bellevue, WA 98007

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Lisa Macias

5710 17th Ave NW  
Seattle, WA 98107

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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

Sincerely,

Anna Keelty

1768A NW 59th Street  
Seattle, WA 98107

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Carlo Voli

9605 239th St SW  
Edmonds, WA 98020

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Lisa Jester

PO box 173  
Vancouver, WA 98666

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

David Heywood

6140-130 Ave.,NE  
Kirkland, WA 98033

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Eric Strid

545 Waubish  
White Salmon, WA 98672

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Mara Bohman

6428 NE 185th St  
Kenmore, WA 98028

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Monica Gilman

25525 S. Laura Ln  
Estacada , OR 97023

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Estacada , OR 97023

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Sincerely,

Robert Jones

67590 Spinreel Rd.  
North Bend, OR 97459

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Christine Williams

20 Blenheim Road  
Coningsby  
Coningsby, ot LN4 4TX

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Surface Transportation Board  
395 E Street, SW  
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Sherri Cornett

14118 81st Pl NE  
Kirkland, WA 98034

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395 E Street, SW  
Washington, DC 20423-0001

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Andrea Sreiber

5 Avenue  
New York, NY 12345

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Mitch Gilbert

239 NW 13 Ave Suite 209  
Portland, OR 97209

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

whitney hines

7715 Overlake Drive West  
medina, WA 98039

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

The proposed shipment of coal from Montana is not just a problem for the Tongue River Valley. The impacts of burning coal affect the entire globe. Please take the long range view. Our climate is in trouble.

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Sincerely,

Carol von Borstel  
2922 W Sequim Bay Road  
Sequim, WA 98382

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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

Sincerely,

Shaun Hubbard

PO Box 805  
286 Flicker Road  
Friday Harbor, WA 98250

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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Sincerely,

Bart Hoppenbrouwers

21 Woodlands

Dublin

Dublin, ot D15

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Cristal Waterhouse

880 Almaden St.  
Eugene, OR 97402

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Elizabeth Castillo

Krr 2 # 1  
Bogotá  
Bogotá, IN 37528

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

manuela wolter

villareal - santa margarita

st-cruiz

st-cruiz, IL 50309

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

- \* Bottom line is coal is DIRTY in it's burning AND Especially During it's Transport. This is something that NEEDS Further Examination BEFORE Approval. It benefits FEW and potentially Degrades Many peoples properties and livelihoods.
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Sincerely,

Eric Monroe  
1634 Chicken Coop Rd  
Sequim, WA 98382

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

betty murphy

35 linden ave  
long beach, CA 90802

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

roxie harrington

po box 401  
holmen  
holmen, WI 54636

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Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

debby felnagle

1618 Wilton Rd S  
Tacoma, WA 98465

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Danijela Glavic

Hrastina  
Samobor, ot 10430

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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It is foolish to increase the Carbon dioxide by encouraging other countries to use coal products. There is no such thing as clean coal! There has been so much impact on our world and so many damaging storms and natural disasters that we should use our minds to decrease any contribution to the warming trend. Let's put that ahead of making profit and jobs.

Sincerely Liane

Liane Newman  
16715 32 PL. NE  
Lake forest Park, WA 98155

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

- Conflict of interest:

This proposal would negatively affect the Northwest region by the conflict of interest between Salmon (and Steelhead) recovery efforts and the proposed coal train routes and terminals. The entire Northwest regions watersheds are interconnected to the livelihood of the salmon. The efforts by the entire region could potentially be undermined by the accumulative pollution of railway and terminal coal dust in the waterways and groundwater. As well as the impacts of spills from train wrecks near waterways and wetlands. The proposed train routes and terminals all fall within watersheds or marine waters that have had significant local, state and federal money invested in salmon recovery. These investments, besides tax dollars, have been in changes to land use, development impacts due to clean water rules, limitations on commercial and sport fishing as well as many others laws. By allowing the known pollution impacts of this proposal, there is a conflict of interest by the significant impact to the Northwest region. A region that has spent many years, dollars and time protecting the Salmon and Steelhead, developing recovery efforts and changing our personal, business and development patters to protect our waterways and thus our own renewable natural resource.

- 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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It is my understanding that local elected officials, under current law, are barred from considering the broad interests of the community. This is unfortunate since the impacts of coal in this proposal will be significant and throughout many regions. Therefore, I urge you to fully consider these impacts in the scope of the Environmental Impact Statement.

There are currently five coal export proposals that would transport as much as 150million tons through the Northwest. I urge the Board to conduct an area wide Environmental Impact Statement to assess the cumulative impact of these proposals with respect to the conflict of interest noted above.

Sincerely,  
Kevin J. Cleary

Kevin Cleary  
7331 Silent Creek Ave SE  
Snoqualmie, WA 98065

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

There are many arguments against the use of coal. Whether here, in Asia, or anywhere else on the planet, coal and other fossil fuels have the same effect of increasing carbon in the atmosphere and raising the global temperature. Already the USA has been completely obstructionist in the UN efforts to address climate change. Going ahead with these projects is just another form of putting our immediate financial gain over the well-documented and obvious injuries to planet and human health.

As far as the job rationalizations given, there are likely as many if not more job potential in cultivating alternative energy that is clean and does not contribute to increasing the planets rising temperature.

Regarding the specifics of this local situation, the environmental impact statement for the proposed Tongue River Railroad should analyze the following:

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Sincerely,

Jenny Gardon  
522 N 70th St  
Seattle, WA 98103

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Consideration of alternatives should include encouragement, incentives, and support for clean energy projects leading to a sustainable, climate-stable future.

Sincerely,

Stephen Burger  
22910 102nd Place West  
Edmonds, WA 98020

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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

Sincerely,

Elizabeth Graser-Lindsey

21341 S. Ferguson Rd.  
Beavercreek, OR 97004

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

The negative effect of having railways tied up exporting coal and not being available for domestic uses. The county Transportation System Plan committee that I am currently serving on is planning for more rail use, but we recognize that the rails are already overcrowded and that more rails are difficult to come by. In our area, adjacent to this project, for example, Amtrak can't get even one round trip each day due to congestion from freight. Our rails should not be congested due to projects that are not in the interest of all Americans and their desire to efficiently ship goods and themselves within the nation.

Elizabeth Graser-Lindsey  
21341 S. Ferguson Rd.  
Beavercreek, OR 97004

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Surface Transportation Board  
395 E Street, SW  
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Sincerely,

Mitch Monetti

4904 Erskine Way SW  
Seattle, WA 98116

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Mitch Monetti

4904 Erskine Way SW  
Seattle, WA 98116

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

We live in a time when each and every promotion of carbon fuel combustion must be carefully evaluated.

Since it causes global warming, carbon combustion is no longer profitable and should be avoided.

An environmental impact study will quantify how serious that might be.

Sincerely,

Richard Pauli

richard pauli  
614 W. Halladay St.  
Seattle  
Seattle, WA 98119

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

Don't kill local people to get coal to China.

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Sincerely,

Allison Ostrer  
1107 E Denny Way  
Seattle, WA 98122

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Vadim Melerzanov

2955 Brighton 7th street  
Brooklyn  
Brooklyn, NY 11235

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Devi Tandavan

NW 92nd Street  
Seattle, WA 98117

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Coal is old technology. Let's create green jobs that heal our planet with renewable energy sources. It's wrong to wound the planet for short-term gain. Where will our grandchildren live when the planet is too hot?

Sincerely,

Andrea Avni  
11515 105th Place SW  
Vashon Island, WA 98070

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

A Michael Dianich

42740 E Larch Mt Rd  
Corbett, OR 97019

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

As a retired public health physician, I urge the environmental impact statement for the proposed Tongue River Railroad to analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” and such 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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The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants. Toxic emissions from these plants will come to the Pacific NW where they will worsen air pollution. These plants will also contribute to 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. All impact on the worldwide environment must be part of any evaluation.

Sincerely,

M. Ward Hinds, MD, MPH

Ward Hinds MD, MPH  
3301 115th Ave SE  
Snohomish, WA 98290

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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- **Increased costs to health care and emergency management systems.** Our health care system is already strained beyond our ability to support it. Train derailments, toxic contamination of soil, water, and air, heavy equipment "on-the-job" injuries, worsening air pollution (related to increased particulates, diesel fumes, and coal dust inhalation), additional toxification risks surrounding volcanic eruptions, tsunamis, and earthquakes (to which the Pacific Northwest is prone), reduction in hospital and community health care resources/facilities, increased train/vehicle and train/pedestrian collisions, and increased chronic lung diseases would completely overwhelm our currently tapped out health care system.

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Sincerely,

Janiece Staton Retired RN, BSN, MSW, MAT  
817 SW 171st Avenue  
Beaverton, OR 97006

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

NO MORE TRAINS!

AS A QUEEN ANNE RESIDENT THAT HAS TO LISTEN TO BNSFE TRAINS  
CONSTANTLY I DONT NEED ADDITIONAL NOISE AND POLLUTION IN MY  
NEIGHBORHOOD.

The environmental impact statement for the proposed Tongue River Railroad should  
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Sincerely,

John Brenneman

John Brenneman  
2016 12th Ave W  
Seattle  
Seattle, WA 98119

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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2016 12th Ave W  
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Sincerely,

Rick Harlan

441 25th Ave E  
Seattle, WA 98112

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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celine Bressler

622 204th st SE  
Bothell, WA 98012

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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.

Sincerely,

Sabrina Ibrahim

sabrina Ibrahim  
po box 25027  
Seattle  
Seattle, WA 98165

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

I am strongly opposed to the proposed Tongue River Railroad Company permit to build a coal-hauling line through the Tongue River Valley. This proposal would negatively affect my community by increasing congestion and noise with more coal train traffic, polluting our air and local waterways, harming existing businesses, delaying emergency responders, damaging aquatic ecosystems and fishing grounds at the terminal site, increasing tanker traffic and the potential for serious shipping accidents and escalating climate change. I urge you to consider these impacts.

There are currently five coal export proposals that would transport as much as 150million tons through the Northwest. I urge to conduct an area wide Environmental Impact Statement to assess the cumulative impact of these proposals.

We are opposed to the long term exposure of the coal, the coal dust, and the surfactant used to cover the coal dust which is not proven safe to breath or burn.

Coal is dirty whether it's burned in the US or in China. We strive to see the big picture here, and look to our grandchildren's lives when we consider these choices. Do we actively contribute to global climate change for the profit of the coal industry? Or do we intelligently support clean, long term energy alternatives, and be the wiser by saying no to this transporting of strip-mined coal on open trains and ships throughout the Northwest to the far east.

Thank you for considering our words.

Our children are counting on the wisdom and foresight of those who have the opportunity to make a difference.

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po box 25027  
Seattle  
Seattle, WA 98165

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

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

- Full carbon accounting of the CO<sub>2</sub> that would be produced from the burning of coal transported by the proposed railroad. Such effects as toxins returned to the Northwest from coal burned overseas, amount of CO<sub>2</sub> absorbed in ocean water, and the amount of CO<sub>2</sub> put into the atmosphere must be analyzed.
- 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.
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- Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

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

Sincerely,

David Perk  
842 NE 67th St  
Seattle, WA 98115

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,

Beate Dietrich

3029 Grandview St  
Colorado Springs, CO 80907

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

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Sincerely,  
Barb Drake

Barb Drake

10748 Evanston Ave. North  
Seattle, WA 98133

Ken Blodgett  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Mr. Blodgett:

After attending the public hearing in Seattle on December 13th it is painfully obvious that the impacts of the mining, transport and consumption of the coal proposed for export at the Gateway Pacific Terminal far exceed the proposed scope of the Environmental Impact Statement for any single terminal.

The multiple, distinct impacts of coal train traffic can be found in each of the four states through which coal trains will travel. These impacts should be included in the scope of the EIS.

The expansion of coal mines and the creation of rail lines to move it affect citizens of the state of Montana. These impacts should be included in the scope of the EIS.

The shipping of the coal to Asian buyers impacts the commercial, sport and subsistence fisheries of Washington and Oregon. These impacts should be included in the scope of the EIS.

The consumption of the coal by Asian power plants will result in CO<sub>2</sub> absorption by ocean waters, increasing their acidity. This is in direct conflict with Washington State's effort to preserve its shellfish industry.

A comprehensive carbon accounting is needed. The public deserves to know to what extent the exported coal will raise the levels of CO<sub>2</sub> in the atmosphere. This increase should be published in the context of the target temperature of the Copenhagen Agreement.

The U.S. Army Corps of Engineers should expand the scope of the Gateway Pacific Terminal draft EIS to include these areas of study, as well as 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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Seattle

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