

MILLENNIUM Bulk Terminals - Longview
EIS Environmental Impact Statement



Donna Duncan
OTIS ORCHARDS, WA.

PUBLIC SCOPING MEETING COMMENT FORM

Please submit your comments on the Millennium Bulk Terminals – Longview Environmental Impact Statement by November 18, 2013 in order to ensure your comment is included in the scoping summary report. Comments can also be submitted online at <http://www.millenniumbulkeiswa.gov>.

To whom would you like to address your comments?

- All Agencies (NEPA and SEPA)
- US Army Corps of Engineers (NEPA)
- Cowlitz County and the Washington State Department of Ecology (SEPA)

Does your comment relate to one of the following areas?

- | | | |
|--|---|--|
| Human Environment | Natural Environment | EIS Process |
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Plants and Animals | <input type="checkbox"/> Alternatives |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Marine Species, Fish, or Fisheries | <input type="checkbox"/> EIS Regulatory Process |
| <input checked="" type="checkbox"/> Human Health | <input type="checkbox"/> Wetlands or Streams | <input type="checkbox"/> Other EIS Process Topic |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Water Quality | |
| <input type="checkbox"/> Other Human Environment Topic | <input type="checkbox"/> Other Natural Environment Topic | |

DEGRADATION OF NEIGHBORHOOD

PLEASE SHARE YOUR COMMENTS BELOW:

REF. ATTACHED BOOKS AND TRANSCRIPTIONS.
CD - RECORDED @ RESIDENCE IN OTIS ORCHARDS.

IMPACTS TO SPEAKERS FR. MILLENNIUM & GATEWAY
SHOULD BE LOOKED AT TOGETHER. CUMULATIVE.

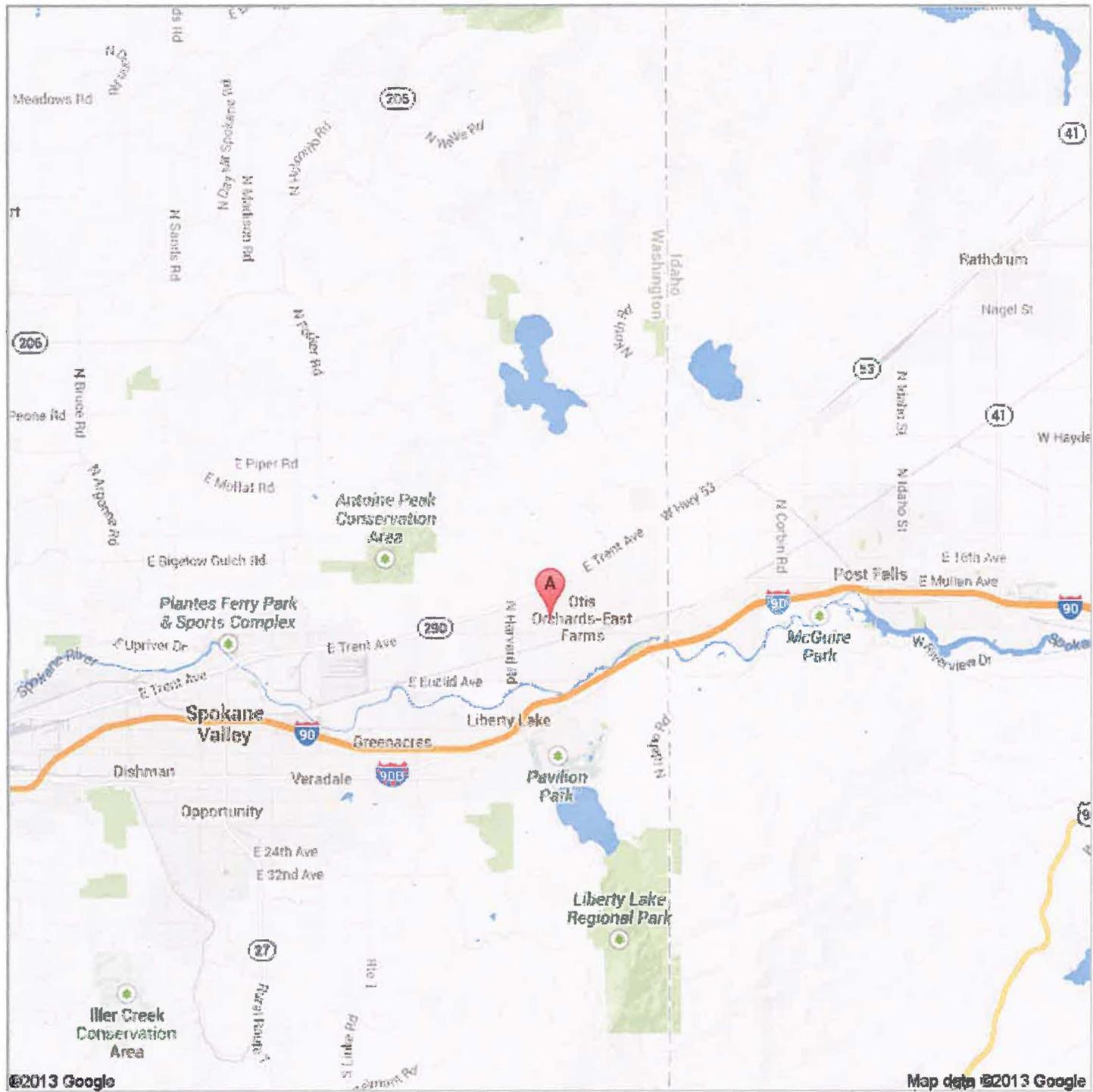
INCREASED TRAIN TRAFFIC NOT ONLY DUE TO COAL BUT OTHER
COMMODITIES. CURRENT IMPACTS.

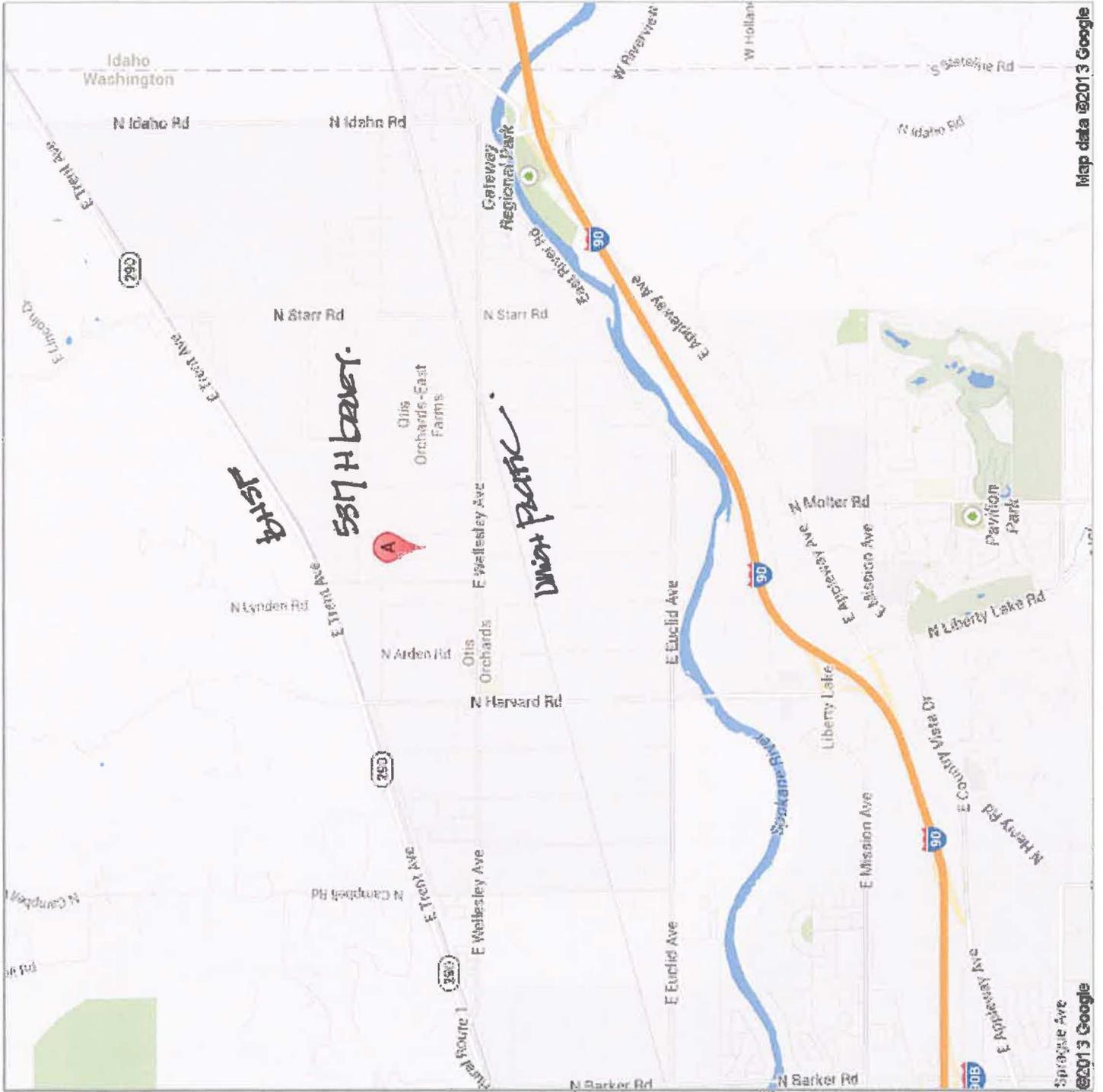


Address **5317 N Drury Rd**
Otis Orchards, WA 99027

BNSF Railroad to North
Union Pacific Railroad to South

*Dana Duran.
515 Drury Rd. WA.*





Union Pacific to South

BNSF to North (Main Street).

TRAIN CROSSING(S) IN OTIS ORCHARDS.

~~Crosses~~ Union Pacific (8).

v. North Harvard Rd.

H. Adams Rd. (Arden).

H. Linden Rd.

H. Gurr Rd.

E. Wellesley St.

H. Star Road.

H. Chase Road

H. Ibbot Road

~~Ibbot Road~~

~~Crosses~~ BNSF (4).

North Harvard Rd. (C Tent).

H. McKenzie Rd.

H. Star Rd.

H. Ibbot Rd.

From: Vignettes <vignettes101@comcast.net>
Subject: Increase Train Traffic in Otis Orchards
Date: February 21, 2013 5:23:36 PM PST
To: tmielke@spokanecounty.org, soquinn@spokanecounty.org, afrench@spokanecounty.org
Cc: jvbrown@spokanecounty.org
▶ 1 Attachment, 170 KB

To: Todd Mielke District 1 Spokane County Commissioner
Shelly O'Quinn District 2 Spokane County Commissioner, Chair
Al French District 3 Spokane County Commissioner, Vice-Chair

From: Donna Duncan, Otis Orchards, Spokane County Resident

RE: Increase in train traffic and associated noise

Dear Commissioners:

I am contacting you today because of the increase in train traffic that has been occurring over the last several weeks in Otis Orchards.

I am a resident of Otis Orchards on Drury Road off of Wellesley. If you are unfamiliar with the area, we are bound by railroad tracks to the North and South of Wellesley. There is a rail crossing at Harvard and one East on Wellesley toward the Idaho border. I've attached a map for your reference.

In the last several weeks, train traffic in this area has increased dramatically. In tandem with the increase train traffic is the increase in noise from the trains blowing their horns, as required, at these two crossings. For example, from 2:00 am in the morning of Saturday, February 16th until 8:00 am , at least 2 trains per hour passed through Otis Orchards.

Concerning the noise levels being experienced, I live at 5317 North Drury, when a train is passing by blowing its horn approaching these crossings and I am outside having a conversation, I cannot maintain a normal conversation and speak over the noise.

According to the FRA (Federal Railroad Administration) regulations the maximum decibel level for train horns is 110 dB. OSHA (Occupational Safety and Health Administration) tracks normal sound levels not requiring hearing protection at 85 dB. And the rule of thumb for OSHA when hearing protection is required? If 2 people 3 feet apart must shout to be heard then the background noise is above 85 dB and noise protection is required. I live on Drury Road and cannot maintain a normal conversation when the trains are blowing the horn. And now imagine how loud it is when 2 trains are passing at the same time.

In addition to the health concern of noise and lack of sleep from being awakened by the train horns there is also the concern for quality of life. Until recently, we have lived in Otis Orchards and trains have gone by but now that the frequency has increased, there is a steady disruption from the horn blasts. Constant, annoying and disruptive.

The increased train traffic impacts segue into the air quality being impacted by more diesel trains spewing out more CO2 and particulates and also potential decrease in property values and eventually tax revenues.

There has been such a dramatic increase in train traffic, I tried to find out why. I contacted the Federal Railroad Administration Regional Office in Vancouver, WA. According to Chris Adams of the FRA the increased rail traffic is due to increase of commercial shipping of all kinds (cheaper to ship by rail at this time than by trucks).

Because of the current issue of increase rail traffic due to coal trains I also contacted Jodi with CH2M Hill in Seattle, WA to voice my concerns which are as follows:

1. Separate from the potentially anticipated increase in rail traffic due to coal transport through Spokane to the West coast, Otis Orchards is currently experiencing the adverse effects of increased train traffic regardless of the commodity being transported.
2. According to FRA the community's only option is to petition for a "quiet zone" designation. Apparently, this was done at University & Trent for that neighborhood. Unfortunately, the funds for improvements at these two rail crossings in Otis Orchards would come from the citizens beings impacted by the rail traffic.

This financial burden that is expected to be born by the residents of an area being negatively impacted by and for someone else's commercial gain seems unbalanced to me. This is also one of my concerns for Spokane and Spokane County in regards to the coal trains.

Spokane County is just a pass through for the trains but any impact mitigation from the increase train traffic that we may deem is required will be our financial responsibility. If the federal government deems increase rail traffic as positive then who is being held responsible financially to put in place mitigation controls and measures?

If we, the citizens of Spokane County need to spend money to maintain livable communities near the rail tracks then we, the citizens of Spokane County will need to pay the costs. This is my understanding.

Again my concern is twofold. One, we just don't have the money and because we don't have the money to make the necessary improvements this neighborhood will deteriorate

and two, outside business concerns from another state, transporting a commodity to another country receives undue and unfair benefit and gain at our expense monetarily and at the expense of our quality of life. This does not seem right on so many levels.

I realize this communication is long but it is important for our representatives to know what is happening in our community.

Please let me know what we can do to mitigate the negative impacts of increased train traffic moving through Otis Orchards.

Sincerely,

Donna

Donna Duncan
PO BOX 99 Otis Orchards WA 99027
509.891.7698
vignettes101@comcast.net



[Otis Orchard....pdf \(170 KB\)](#)